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FIFTH ANNUAL REPORT

OF

N.C.  
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THE NORTH CAROLINA

CORPORATION COMMISSION

FOR THE

YEAR ENDING DECEMBER 31, 1903.

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COMPILATIONS FROM RAILROAD RETURNS FOR YEAR ENDING JUNE 30, 1903.

RALEIGH, N. C.:

E. M. UZZELL & Co., STATE PRINTERS.

1904.

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NORTH CAROLINA CORPORATION COMMISSION.

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FRANKLIN McNEILL,

CHAIRMAN.

SAM. L. ROGERS,

E. C. BEDDINGFIELD,

COMMISSIONERS.

HENRY C. BROWN, Clerk.

J. R. LONG, Assistant Clerk.

MISS E. G. RIDDICK, Stenographer.

## LETTER OF TRANSMITTAL.

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OFFICE OF THE NORTH CAROLINA CORPORATION COMMISSION,

RALEIGH, N. C., December 31, 1903.

GOVERNOR CHARLES B. AYCOCK,

*Raleigh, N. C.*

SIR:—We hand you herewith our report for the year 1903, being the fifth annual report of the North Carolina Corporation Commission.

### RAILROADS.

During the fiscal year ending June 30, 1903, 68.93 miles of railroad were constructed and put in operation in the State, and there was a total at the end of that year of 3,750.88 miles of railroad in operation. The net earnings of railroads within the State were greater for the last fiscal year than they had ever been. Gross earnings amounted to \$18,610,815.39, operating expenses \$12,136,977.52. The number of employees of railroads within the State for the year was 14,652, against 11,401 for the previous year. We regret to say that there was considerable increase in casualties also. These reports show that 121 were killed and 1,657 were injured, against the report for the previous year of 87 killed and 1,068 injured. Of the killed, these reports show that 5 were passengers, 43 were employees, and 61 were trespassers and 12 not trespassers. Of the injured, 176 were passengers, 571 were employees, and 131 were trespassers and 32 not trespassers. The total number of passengers carried during the year was 4,442,794.

### WORK OF THE COMMISSION.

There were 389 complaints made to the Commission during the year 1903 against the railroad companies. The greater part of these were settled by correspondence satisfactorily to all parties. In some of the cases hearings were had and orders made. These orders were

obeyed in all cases except one, namely, in the case of the Greensboro Ice and Coal Company against the Southern Railway. In this case there was an appeal, which will be sent to the Superior Court of Guilford County for trial.

For the convenience of parties, the Commission held sessions at Durham, Charlotte, Greensboro and Hickory during the year. Under powers conferred by laws passed by the General Assembly in 1903, the Commission promulgated rules regulating demurrage and storage charges, which, it is hoped, will relieve complaints for failure to furnish cars and failure to deliver freights and prevent excessive charges for storage.

The most important work of the Commission was the assessment of railroad, street railway, telegraph, express and telephone companies, electric light and power companies, water companies, etc. The result of this work was an increase over former assessments of railroad property of \$26,791,796. The total assessed value of all railroad property in the State is \$69,419,058. The total assessed value of all properties assessed by this Commission amounted to \$73,802,686.42.

#### BANKS.

There are now 155 banks in this State, against 120 at date of our last report, and 65 at the date of our report for 1899, the year in which the supervision of banks was conferred upon this Commission. The total resources of banks in 1899 were \$11,275,490; in 1902, \$22,341,418, and according to reports of banks at the close of business on November 17, 1903, which reports are summarized in this report, the total resources were \$26,168,282. The reports of the banks will not be inserted in full in this volume as in our former reports, for the reason that they have already been published separately and distributed to persons entitled thereto. A list of the banks in the State, giving name, location, names of officers, capital stock, when chartered, when organized and opened for business, will be found in this report.

Mr. John O. Ellington, of Johnston County, was elected Bank Examiner, and entered upon the discharge of his duties as such on the 1st day of June, 1903. After an experience of a few months, it was apparent that Mr. Ellington could not discharge all of the duties,

and Mr. W. L. Williams, Jr., of Cumberland County, was elected Assistant, and entered upon his duties on November 1, 1903.

There were two failures during the year—the Merchants and Farmers Bank of New Bern, and the Pilot Bank and Trust Company at Pilot Mountain. Both of these failures were attributable to the dishonesty of cashiers. The creditors of the former have been paid in full, as we are informed, and the creditors of the latter will be paid in full, according to our information.

As soon as the insolvency of these banks was discovered, the Bank Examiner was directed by the Commission to take possession of the assets and hold the same until a receiver could be appointed, and this was done in each instance.

#### BUILDING AND LOAN ASSOCIATIONS.

The building and loan associations are all State organizations, and are in a prosperous condition and serving a very useful purpose in the State. There are now 36 in operation in the State. From reports to this office, as of December 31, 1902, compilations have been made which show that these institutions have assets aggregating \$2,232,507.68. The name, location, officers, assets and liabilities of each building and loan association are given in this report.

We would acknowledge our obligation for the faithful and efficient work of our Chief Clerk, Mr. H. C. Brown, and Assistant Clerk, Mr. J. R. Long, and Stenographer, Miss Elsie Riddick.

Respectfully submitted,

FRANKLIN McNEILL, *Chairman.*

SAM. L. ROGERS,

E. C. BEDDINGFIELD,

*Commissioners.*



# An Act to Establish the North Carolina Corporation Commission.

(AS AMENDED).

(Chapter 164, Laws 1899; Chapter 688, Laws 1899; Chapter 194, Laws 1901; Chapter 679, Laws 1901; Chapter 4, Laws 1901; Chapter 126, Laws 1903; Chapter 342, Laws 1903; Chapter 683, Laws 1903).

*The General Assembly of North Carolina do enact:*

SECTION 1. That there shall be elected by this General Assembly three commissioners, who shall have general supervision of railroads, steam-boat, navigation and canal companies, express and telegraph and telephone companies, building and loan associations, banks and sleeping-car companies. That the said commissioners elected by this General Assembly and their successors in office shall be and they are hereby created and constituted a court of record, and shall be known as the North Carolina Corporation Commission, and as such shall have all the powers and jurisdiction of a court of general jurisdiction as to all subjects embraced in this act, and shall have a common seal. The term of office of said commissioners shall begin immediately after their election by this General Assembly and their qualification, and shall continue until the first day of January, nineteen hundred and one, and until their successors are elected and qualified. At the general election for State officers in nineteen hundred there shall be elected three commissioners by the qualified electors of this State, at the time and places of voting for members of the Legislature, one of whom shall be elected for the term of two years and one for the term of four years and one for the term of six years. After the first election such commissioners shall be elected by the qualified electors of this State at the time and places of voting for members of the Legislature, for a term of six years, and shall be members of and constitute the North Carolina Corporation Commission. In case of vacancy the Governor shall appoint to such vacancy, and his appointee shall hold until the qualification of his successor, who shall be elected by the qualified electors of this State at the next regular election after the vacancy has taken place, and the person then chosen shall hold the office for the unexpired term. The said commissioners, in addition to the oath to support the Constitution and laws of the United States and the Constitution and laws of the State of North Carolina, shall take, to be administered by one of the judges of the Supreme Court, the following oath of office, which oath shall be signed by said commissioners and attested by said judge and recorded in the office of the clerk: "I do solemnly swear (or affirm) that I am not the owner of steam-boat or of any stock or bond of any railroad, navigation or canal company, express, telegraph or telephone company, or of any building and loan association, or the agent or attorney

Election of three commissioners.  
Duties and purpose of commission.  
How elected.  
Corporate name.  
Term of office.  
Shall be elected at general elections.  
Vacancies occurring how supplied.  
Commissioners shall take oath.  
Form of oath.

Shall not be interested in companies under their supervision.

Control and supervision of certain corporations.

Shall investigate books and papers.

Empowered to examine officers, agents, etc.

Powers of commission.  
To make rates.

Proviso.

Shall consider certain facts.

or employee of any such company or association; that I have no interest in any way in any such company or association, and that I will well and faithfully execute the duties of my office as a member of the North Carolina Corporation Commission to the best of my knowledge and ability, without fear, favor or malice, or reward or the hope of reward. So help me, God." Said commissioners shall not jointly or severally or in any way, be the holder of any stock or bond, or be the agent or attorney or employee of any such company, or have any interest in any way in such company, and shall so continue during the term of his office, and in case any commissioner shall, as distributee or legatee, or in any other way, have or become entitled to any stock or bonds or interest therein of any such company, he shall at once dispose of the same. They shall have such general control and supervision of all railroad, steam-boat, canal, express and sleeping-car companies or corporations and of all other companies or corporations engaged in the carrying of freight or passengers; of all telegraph and telephone companies, of all public and private banks and all loan and trust companies or corporations, and of all building and loan associations or companies necessary to carry into effect the provisions of the act. They shall investigate the books and papers of all such companies, individuals, firms or corporations, and they shall visit in person, from time to time, the place of business of such companies, individuals, firms or corporations, to ascertain if all orders, rules and regulations of the North Carolina Corporation Commission have been complied with, and shall have full power and authority to examine all officers, agents and employees of such companies, individuals, firms or corporations, and all other persons, under oath or otherwise, and to compel the production of papers and the attendance of witnesses to obtain the information necessary for carrying into effect and otherwise enforcing the provisions of this act.

SEC. 2. That said Commission is hereby empowered and directed:

(1) To make reasonable and just rates of freight, passenger and express tariffs for railroads, street railways, steam-boats, canal and express companies or corporations, and all other transportation companies or corporations engaged in the carriage of freight, express or passengers: *Provided*, that in fixing any maximum rate or charge or tariff of rates or charges for any common carrier, person or corporation subject to the provisions of this act, the said Commission shall take into consideration, if proved, or may require proof of the fair value of the property of such carrier, persons or corporation used for the public, in the consideration of such rate or charge, or the fair value of the service rendered as in determining the fair value of the property so being used for the convenience of the public. It shall furthermore consider the original cost of the construction thereof and the amount expended in permanent improvements thereon, and the present compared with the original cost of construction of all its property within the State of North Carolina; the probable earn-

ing capacity of such property under the particular rates proposed, and the sum required to meet the operating expenses of such carrier, person or corporation, and all other facts that will enable them to determine what are reasonable and just rates, charges and tariffs.

(2) To make reasonable and just rules as to charges by any company or corporation engaged in the carriage of freight or express for the necessary handling and delivery of the same at all stations. Reasonable and just rates for corporations handling express or freight.

(3) To make reasonable and just rules and regulations to prevent discrimination in the transportation of freight or passengers. Shall prevent discrimination.

(4) To make reasonable and just rates of charges for the use of railroad cars carrying freight or passengers, and also to make, require or approve what is known as "milling-in-transit" rates on grain, lumber to be dressed and shipped over the line of the railroad company on which said lumber freight originated. Just rates for freight and passengers. Milling-in-transit.

(5) To make reasonable and just rules and regulations to prevent the giving, paying or receiving of any rebate or bonus, directly or indirectly, or the misleading or deceiving the public in any manner as to real rates charged for freight, express or passengers. Prevent rebates, etc.

(6) To make just and reasonable through rates for the transportation of freight, express or passengers. Through rates for transportation.

(7) To make just and reasonable rules and regulations for the handling of freight and baggage at stations. Handling of freight and baggage.

(8) To make just and reasonable rates of charges for the transportation of packages by any express company or corporation. Transportation by express company.

(9) To make just and reasonable rules and regulations as to contracts entered into by any railroad company or corporation to carry over its line or any part thereof the car or cars of any other company or corporation. Companies contracting to carry cars of other companies.

(10) To make just and reasonable rates of charges for the transmission of messages by any telegraph or telephone company or corporation doing business in this State. Transmission of telegrams.

(11) To make just and reasonable rates of charges for the rental of telephones: *Provided*, this subsection shall not apply to telephone lines hereafter constructed, nor to telephone instruments connected with the exchanges giving interstate connection until three years after the ratification of this act. Telephone rentals.

(12) To require, where the public necessity demands and it is demonstrated that the revenue received will be sufficient to justify it, the establishment of stations by any company or corporation engaged in the transportation of freight and passengers in this State, and to require the erection of depot accommodations commensurate with such business and revenue: *Provided*, the commissioners shall not require any company or corporation to establish any station nearer to another station than five miles. May require establishment of stations. Proviso.

(13) To require a change of any station or the repairs, addition to or change of any station-house by any railroad or other transportation company, in order to promote the security, convenience and accommodation of the public, and to require the raising or lowering of the track at any crossing when deemed necessary. May require repairs at stations, etc.

Commission may  
require erection of  
union passenger  
depots.

(13a) To require when practicable, and when the necessities of the case, in the judgment of the Corporation Commission require, any two or more railroads which now or hereafter may enter any city or town to have one common or union passenger depot for the security, accommodation and convenience of traveling public, and to unite in the joint undertaking and expense of erecting, constructing and maintaining such union passenger depot commensurate with the business and revenues of such railroad companies or corporations, on such terms, regulations, provisions and conditions as the said Commission shall prescribe: *Provided*, that such railroad company or corporation be allowed the right of appeal as in cases of rulings and orders as to rates of freight and fare: *Provided further*, that the railroads so ordered to construct a union depot shall have power to condemn land for said purpose, as in case of locating and constructing a line of railroad: *Provided further*, that nothing in this act shall be construed to authorize the Commissioners to require the construction of said union depot should railroad companies at the time of application for said order have separate depots, which, in the opinion of the Corporation Commission, are adequate and convenient and offer suitable accommodations for the traveling public.

Separate waiting-  
rooms.

(14) To require the establishment of separate waiting-rooms at all stations for the white and colored races.

Construction of  
side-tracks.

Proviso.

(15) To require the construction of side-tracks by any railroad company to industries already established or to be established: *Provided*, it is shown that the proportion of such revenue accruing to such side-track is sufficient within five years to pay the expenses of its construction. This shall not be construed to give the commissioners authority to require railroad companies to construct side-tracks more than five hundred feet.

Powers over bank-  
ing institutions.

(16) To perform all the duties and exercise all the powers as to banks and banking imposed or conferred upon the State Treasurer by chapter one hundred and fifty-five of the Public Laws of eighteen hundred and ninety-one, as amended by chapter four hundred and seventy-eight, Public Laws of eighteen hundred and ninety-three, and all reports required to be made by said laws to the State Treasurer are hereby directed to be made to the said North Carolina Corporation Commission.

Appointment of  
persons to make  
certain examina-  
tions and reports.

(17) To appoint suitable persons to make the examinations and reports required by chapter one hundred and fifty-five, Public Laws of eighteen hundred and ninety-one, as amended by chapter four hundred and seventy-eight, Public Laws of eighteen hundred and ninety-three, who shall receive the same compensation for similar services provided for in said law, and the power of the State Treasurer to appoint such persons is hereby revoked.

Information to  
State Treasurer.

(18) To furnish to the State Treasurer, upon his application, information as to the condition and solvency of any bank or banking institution of this State.

Collection of  
fees, etc.

(19) To collect all fees, salaries, charges, commissions and other compensations heretofore collected by or paid to the State Treasurer

for the performance of the duties and the exercise of the powers imposed or conferred under subsections sixteen, seventeen and eighteen of this act and to turn the same into the State treasury for the benefit of the State.

(20) To perform all the duties and exercise all the powers as to building and loan associations imposed or conferred upon the Auditor of the State by chapter seven, volume two, of The Code, and by chapter four hundred and thirty-four, Public Laws of eighteen hundred and ninety-three, and by chapter four hundred and forty-four, Public Laws of eighteen hundred and ninety-five, and to make all examinations, issue all certificates and perform all other duties imposed by law upon the Auditor of the State relating to building and loan associations.

Jurisdiction as to building and loan associations.

(21) To appoint suitable persons to make the examinations required by the laws referred to in the preceding section, who shall receive the same compensation provided for in said laws, and the power of the Auditor of the State to make such appointments is hereby revoked.

Examination, etc., of building and loan associations.

(22) To collect all fees, salaries, charges, commissions and other compensations heretofore collected by the Auditor of the State for the performance of the duties imposed or conferred under subsections twenty and twenty-one of this act, and to turn the same into the State treasury for the benefit of the State, and the power of the Auditor of the State to collect the same is hereby revoked.

Collection of fees, etc.

(23) To perform all the duties and exercise all the powers imposed or conferred by chapter three hundred and twenty (320) of the Public Laws of eighteen hundred and ninety-one and the acts amendatory thereto.

Perform certain duties.

(24) To prescribe rules of practice and proceeding in all matters before them and in all examinations necessary to be made under this act.

To prescribe rules.

(25) To make rules, regulations and rates governing demurrage and storage charges by railroad companies and other transportation companies.

(26) To make rules governing railroad companies in the placing of cars for loading and unloading and in fixing time limit for delivery of freights after the same have been received by the transportation companies for shipment.

SEC. 3. That it shall be the duty of the State Treasurer to turn over to the North Carolina Corporation Commission all books, papers, statements and other records in his office relating to the duties imposed by this act in regard to banks and banking institutions.

Treasurer shall turn over books and papers to commission.

SEC. 4. That it shall be the duty of the Auditor of the State to turn over to the North Carolina Corporation Commission all books, papers, statements and other records in his office relating to the duties imposed by this act in regard to building and loan associations.

Auditor authorized to turn over certain books, etc., to commission.

Retiring board of railroad commissioners authorized to turn over books and papers.

SEC. 5. That it shall be the duty of the late Board of Railroad Commissioners to turn over to the North Carolina Corporation Commission all books, papers, statements and other records in their office relating to the duties imposed by this act in regard to railroads, telegraphs, telephones, steam-boats and other transportation companies.

Contracts between railroad companies as to tariffs, examination of.

SEC. 6. That all contracts and agreements between railroad companies doing business in this State as to rates of freight and passenger tariffs shall be submitted to said Commission for inspection and correction, that it may be seen whether or not they are a violation of law or of the provisions of this act or of the rules and regulations of said Commission; and all arrangements and agreements whatever as to the division of earnings of any kind by competing railroad companies doing business in this State shall be submitted to said Commission for inspection and approval in so far as they affect rules and regulations made by said Commission to secure to all persons doing business with said companies just and reasonable rates of freight and passenger tariffs; and said Commission may make such rules and regulations as to such contracts and agreements as may then be deemed necessary and proper, and any such agreements not approved by such Commission or by virtue of which rates shall be charged exceeding the rates fixed for freight and passengers shall be deemed, held and taken to be violations of this act and shall be illegal and void.

Rules and regulations as to contracts.

Schedule of rates shall be taken as prima facie evidence.

SEC. 7. The schedule containing rates fixed by said Commission shall in suits brought against any such company wherein is involved the charges of any such company for the transportation of any passenger or freight or cars or unjust discrimination in relation thereto be taken in all courts of this State as *prima facie* evidence that the rates therein fixed are just and reasonable rates of charges for the transportation of passengers and freights and cars upon the railroads; and said Commission shall from time to time and as often as circumstances may require change and revise or cause to be changed and revised said schedules. When any schedule shall have been made or revised as aforesaid it shall be the duty of all such companies to post at all their respective stations in a conspicuous place a copy of said schedule for the information of the people. All such schedules aforesaid shall be received and held in all such suits as *prima facie* evidence the schedules of said Commission, without further proof than the production of the schedules desired to be used as evidence, with a certificate of the clerk of the Commission that the same is a true copy of the schedule prepared or approved by them for the railroad company or corporation therein named: *Provided*, that any company may appeal to the judge of the Superior Court in term-time and thence to the Supreme Court from any determination of the Commission fixing or refusing to change the rate of freight or fare; but that before such company shall be allowed to exercise this right of appeal it shall within ten days after notice

Proviso.

Companies may appeal from decision of commission.

of the rates fixed by the Commission file with the Commission exceptions to the particulars that it objects to and the grounds thereof, and within ten days after filing such exceptions the Commission shall hear the same, and if they shall overrule any one of said exceptions, then such corporation, if it desires to appeal to said Superior Court, shall, within ten days thereafter, give notice of appeal to said Superior Court, and the said Commission shall thereupon transmit to the Superior Court of some county most convenient to all parties interested in said appeal a record of their determination of the rates of said corporation with the exception of the company and their decisions thereon, and all the papers and evidence considered by them in making their decision. The said cause shall be placed on the civil-issue docket of said court and shall have precedence of other civil actions, and shall be tried under the same rules and regulations as are prescribed for the trial of other civil causes, except that the rates fixed by the Commission shall be *prima facie* just and fair: *Provided*, the appeal may, by consent of the Commission and the company, be heard and determined in chambers before any judge of a district through or into which the railroad may extend or any judge holding court therein. The cause shall be entitled "State of North Carolina on the relation of the North Carolina Corporation Commission against such company." Either party may appeal to the Supreme Court from the judgment of the Superior Court under the same rules and regulations as prescribed by law for appeal, except that the State of North Carolina if it shall appeal shall not be required to give an undertaking or make any deposits to secure the cost of such appeal, and such court may advance the cause on their docket so as to give the same a speedy hearing: *Provided*, that the rates of freight and fare fixed by the Commission shall be and remain the established rates and shall be so observed and regarded by such corporations until the same shall be changed, reversed or modified by the judgment of the Superior Court, unless the railroad company shall, within fifteen days file with said Commission a justified undertaking (in a sum to be fixed by said Commission) conditioned to pay into the treasury of North Carolina the difference between the aggregate freights charged or received and those fixed by said Commission, and to make a report of freights charged or received every three months during the pendency of such appeal, and whenever the aforesaid difference in freights equals or exceeds the penalty of such undertaking or undertakings said Commission may require another to be executed and filed with them. From the time the undertaking first mentioned is filed as aforesaid the judgment appealed from shall be vacated, but a failure for ten days to file any additional undertaking required as aforesaid by said Commission shall *eo instanti* revive such judgment. Out of the funds paid into said treasury under this section shall be refunded to shippers the over-paid freight ascertained by the final determination of the appeal on the recommendation of said Commission: *Provided*, application

Causes shall be tried as civil actions.

Cause, how entitled.

Proviso.

Rates of freight shall remain established.

When judgment is vacated.

Overpaid freight refunded to shippers.

Proviso.

therefor is made within one year from such final determination. Said undertaking shall be payable to the State of North Carolina and sued on as other undertakings which are payable to said State: *And provided further*, that such rates fixed by the Commission, when approved or confirmed by the judgment of the Superior Court shall be and remain the established rates and shall be so observed and regarded by such corporation until the same shall be changed, revised or modified by the final judgment of the Supreme Court if there shall be an appeal thereto. No judge shall grant an injunction, restraining order or other process staying or affecting during the pending of such appeal the enforcement of any such determination of the said North Carolina Corporation Commission fixing rates or fares without requiring as a condition precedent the executing and filing with said North Carolina Corporation Commission a justified undertaking in the sum of not less than twenty-five thousand dollars for all companies whose road is of less length than fifty miles and fifty thousand dollars for companies whose road is over fifty miles in length conditioned that the company will make and file with the said North Carolina Corporation Commission a sworn statement every three months during the pending of said appeal of the items of freight, with names of shippers, carried over said company's road within the preceding ninety days, showing the freights charged and those fixed by the said North Carolina Corporation Commission; and that in the event the determination of the said North Carolina Corporation Commission appealed from is affirmed in part or in whole the said company shall, within thirty days pay into the treasury of North Carolina the aggregate difference between the freights collected and those fixed by the final determination of the matter appealed. Whenever the aggregate difference between the freights collected and those fixed by the North Carolina Corporation Commission shall equal or exceed the sum specified in said undertaking the said North Carolina Corporation Commission shall notify the appellant or appellants that another justified undertaking in like sum and with the same conditions as aforesaid is required to be executed and filed with the said North Carolina Corporation Commission. A failure to file with the said North Carolina Corporation Commission the sworn statement provided for in this section, or any one of them when more than one is required or asked for, or a failure to give an additional undertaking when required within fifteen days from notice so to do, shall vacate and render null and void any restraining order, injunction or other process to stay the enforcement of any determination of the said North Carolina Corporation Commission as to schedules of rates, etc. When any of the conditions of such undertaking or undertakings are broken the said undertaking or undertakings may be sued on and enforced in the name of the State of North Carolina on the relation of the Attorney-General by summons returnable to the Superior Court of any county in the State at a regular term thereof. In cases where the sworn statements herein

Undertaking, to whom payable.

During appeal no injunction shall be granted.

Quarterly statement.

When determination of commission is affirmed.

Commission shall notify appellant another undertaking required.

Failure to file undertaking.

required to be made are not made the whole penalty of the undertaking or undertakings shall be enforced and paid into the State treasury. The sums paid into the treasury under the provisions of this section shall be used to reimburse the shippers of freights for the excess of freights paid over what should have been paid, such reimbursements to be made on recommendation of the said North Carolina Corporation Commission: *Provided*, application therefor is made within one year after the determination of the appeal in which the undertaking or undertakings were given. The recovery in each undertaking shall be applied as aforesaid to such excess of freights as is paid during the period covered by such undertaking. The solicitor of the district shall prosecute the action in his court on behalf of the State, and shall be allowed such fees, to be taxed in the bill of costs, as the court may order; and the Attorney-General shall prosecute on appeal to the Supreme Court on behalf of the State and shall be allowed such fees to be taxed in the bill of costs, as the court shall allow. Section three thousand seven hundred and thirty-eight of The Code, regulating fees, shall apply as far as applicable to clerk of this Commission. Each railroad corporation or other company as hereinbefore named shall within thirty days after the organization of the Commission file with said Commission a schedule of their rates of charges for freight and passenger tariffs, and the said Commission is authorized and required to publish the said rates or a summary thereof in some convenient form for the information of the public and quarterly thereafter the changes made in said schedules if they deem it advisable.

When sworn statements as required are not made, penalty.

Proviso.

Recovery of undertakings, how applied.

Company required to file schedule of rates.

SEC. 8. The Commission, whenever in its judgment any corporation has violated or neglected in any respect to comply with the terms of the act by which it was created or with the provisions of any law of the State not provided for in this act, shall give notice thereof in writing to such corporations, and if the violation or neglect is continued after such notice shall forthwith present the facts to the Attorney-General, who shall take such proceedings thereon as he may deem expedient.

Notice to be given to companies violating laws.

SEC. 9. That said Commission in making any examination for the purpose of obtaining information pursuant to this act shall have power to issue subpoenas for the attendance of witnesses by such rules as they may prescribe, and said witnesses shall receive for such attendance two dollars per day and five cents per mile traveled by the nearest practicable route in going to and returning from the place of meeting of said Commission, to be ordered paid by the Commission upon presentation of subpoenas sworn to by the witnesses as to the number of days served and miles traveled, before the clerk of said Commission, who is hereby authorized to administer oaths. In case any person shall wilfully fail or refuse to obey such subpoenas the Commission shall have power to issue an attachment for such witness and compel him to attend before the Commission and give his testimony upon such matters as shall be lawfully required

Commissioners empowered to issue subpoenas in making examinations.

Persons refusing to obey subpoenas, attachments for.

Clerk of commission may serve notices.

by such Commission; and said Commission shall have power to punish for contempt as in other cases of refusal to obey the process and order of any court. The clerk of said Commission may serve any notice issued by them and his return thereof shall be evidence of said service; and it shall be the duty of the sheriffs in the State to serve any process, subpoenas and notices issued by said commissioners, and they shall be entitled therefor to the same fees as are prescribed or may be prescribed for serving summons issuing from the Superior Court, and they shall be liable to the same fines and penalties for failure to discharge their duties on that behalf.

Subpoenas, to whom directed.

SEC. 10. That all subpoenas for witnesses to appear before said Commission or before any one or more of said commissioners, and notice to persons or corporations shall be issued by one of said Commission and be directed to any sheriff, constable or marshal of any city or town who shall execute the same and make due return thereof as directed therein under the penalties prescribed by law for a failure to execute and return the process of any court; and if any person duly summoned to appear and testify before said Commission shall fail or refuse to testify without a lawful excuse, or shall refuse to answer any proper question propounded to him by said Commission in the discharge of duty or shall conduct himself in a rude disrespectful or disorderly manner before said Commission, or any of them deliberating in the discharge of duty, such person shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined not less than fifty nor more than one thousand dollars.

Persons refusing to obey subpoena guilty of a misdemeanor.

May provide for separate cars for races.

SEC. 11. That said Commission shall have power, whenever they deem it expedient and practicable, to require any railroad corporation operating a railroad or part of a railroad in this State to provide separate and equal accommodations for the white and colored races on the passenger trains, and also at the passenger station or waiting-rooms in this State, and for failure to comply with the orders of said Commission made under this section such company shall be subject to a penalty of one hundred dollars for each day it so fails to perform the orders of said Commission.

Unreasonable rates shall be held extortion.

SEC. 12. That from and after the passage of this act if any railroad doing business in this State, or any such company organized under the laws of any other State and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation for the transportation of passengers or freight of any description or for the use and transportation of any railroad car upon its track or any of the branches thereof, or upon any railroad in this State which has the right, license or permission to use, operate or control the same, [it] shall be deemed guilty of extortion, and upon conviction thereof shall be fined not less than five hundred nor more than five thousand dollars.

Rebates or unjust charges unlawful.

SEC. 13. That if any common carrier subject to the provisions of this act shall, directly or indirectly by any special rate, rebate, drawback or other device, charge, demand, collect or receive from any

person or persons a greater or less compensation for any service rendered or to be rendered in the transportation of passengers or property subject to the provisions of this act than it charges, demands or collects or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful. That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or any particular description of traffic in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever, and any person, persons, company or corporation violating the provisions of this section shall be, upon conviction thereof fined not less than one thousand nor more than five thousand dollars for each and every offense.

Unreasonable preferences prohibited.

Penalty for.

SEC. 14. That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property under substantially similar circumstances and conditions for a shorter than for a longer distance over the same line in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance: *Provided, however,* that upon application to the Commission appointed under the provisions of this act such common carrier may, in special cases, after investigation by the Commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property, and the Commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act: *Provided,* that nothing in this act contained shall be taken as in any manner abridging or controlling the rates of freight charged by any railroad in this State for conveying freight which comes from or goes beyond the boundaries of the State and on which freight less than local rates on any railroad carrying the same are charged by such railroads, but said railroad company shall possess the same power and right to charge such rates for carrying such freight as they possessed before the passage of this act: *Provided further, however,* that upon the complaint of any person or persons, corporation or corporations to said Commission of any unjust discrimination in carrying freight which comes from or goes beyond the boundaries of the State by any railroad company, whether organized under the laws of this State or organized under the laws of another State and

Greater proportionate charges for short distances unlawful.

Proviso.

Freight going beyond limits of this State.

Proviso.

Discrimination in freight rates shall be investigated.

Attorney-general shall represent commission.

Proviso.

Commission empowered to make special rates for certain industries.

Excursion rates.

Violation of rules prescribed by commission unlawful.

Penalty.

Actions for recovery of penalties, where brought.

Compensation of prosecuting attorney.

Persons wronged or injured have right of action.

doing business in this State, the said Commission shall investigate said complaint, and if the same be sustained it shall be the duty of said Commission to bring said complaint before the interstate commission for redress in accordance with the provisions of the act of Congress establishing said interstate commerce commission; they shall receive upon application the services of the Attorney-General of the State and he shall represent them before the interstate commerce commission: *Provided further*, that the North Carolina Corporation Commission conjointly with such companies shall have authority to make special rates for the purpose of developing all manufacturing, mining, milling and internal improvements in the State: *Provided further*, that nothing in this act shall prohibit railroad or steamboat companies from making special passenger rates with excursion or other parties, also rates on such freights as are necessary for the comfort of such parties, subject to the approval of the Commission.

SEC. 15. That if any railroad company doing business in this State by its agents or employees shall be guilty of a violation of the rules and regulations provided and prescribed by said Commission, and if after due notice of such violation given to the principal officers thereof, if residing in the State, and if not, to the manager or superintendent or secretary or treasurer if residing in the State, and if not then to any local agent thereof, ample and full recompense for the wrong or injury done thereby to any person or corporation as may be directed by said Commission shall not be made within thirty days from the time of such notice, such company shall incur a penalty for each offense of five hundred dollars. An action for the recovery of any penalty under this act shall be in the county in which said penalty has been incurred, and shall be instituted in the name of the State of North Carolina on the relation of the North Carolina Corporation Commission against the company incurring such penalty, or whenever such action is upon the complaint of any injured person or corporation it shall be instituted in the name of the State of North Carolina on the relation of the North Carolina Corporation Commission upon the complaint of such injured person or corporation against the company incurring such penalty. Such action shall be instituted and prosecuted by the Attorney-General or the solicitor of the judicial district in which such penalty has been incurred, and the judge before [whom] the same is tried shall determine the amount of compensation to be allowed the Attorney-General or such solicitor prosecuting said action for his services, and such compensation so determined shall be taxed as part of the cost. The procedure in such actions, the right of appeals and the rules regulating appeals shall be the same as are now provided by law in other civil actions.

SEC. 16. That if any railroad company doing business in this State shall, in violation of any rule or regulation provided by the Commission aforesaid, inflict any wrong or injury on any person such person shall have a right of action and recovery for such wrong or injury

in the county where the same was done or where the plaintiff resides, in any court having jurisdiction thereof, and the damages to be recovered shall be the same as [in] an action between the individuals, except that in case of wilful violation of law such railroad companies shall be liable to exemplary damages: *Provided*, that all suits under this act shall be brought within twelve months after the commission of the alleged wrong or injury: *Provided further*, that if an individual is killed the time during which there is no administration shall not be counted: *Provided*, letters of administration are taken out within one year from the killing.

SEC. 17. That all railroad companies in this State shall on demand issue duplicate freight receipts to shippers, in which shall be stated the class or classes of freight shipped, the freight charges over the road giving the receipt, and so far as practicable shall state the freight charges over the roads that carry such freight. When the consignee presents the railroad receipt to the agent of the railroad that delivers such freight such agent shall deliver the articles shipped upon payment of the rate charged for the class of freight mentioned in the receipt. If any railroad company shall violate the provisions of this statute not otherwise provided for such railroad company shall incur a penalty of one hundred dollars for each violation, to be recovered by the party injured.

SEC. 18. That every officer, agent or employee of any railroad company, express or telegraph company who shall wilfully neglect or refuse to make and furnish any report required by the Commission for the purpose of this act, or who shall wilfully or unlawfully hinder, delay or obstruct said Commission in the discharge of the duties hereby imposed upon them, shall forfeit and pay five hundred dollars for each offense, to be recovered in an action in the name of the State. A delay of ten days to make and furnish such report shall raise the presumption that the same was wilful.

SEC. 19. A railroad corporation which has established and maintained for a year a passenger station or freight depot at a point upon its road shall not abandon such station or depot nor substantially diminish the accommodation furnished by the stopping of trains except by consent of a majority of the Commission.

SEC. 20. A railroad corporation may relocate passenger or freight depots with the approval in writing of the Commission.

SEC. 21. All common carriers subject to the provisions of this act shall according to their powers afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines and for the forwarding and delivering of passengers and freights to and from their several lines and those connecting therewith and shall not discriminate in their rates and charges against such connecting lines, and connecting lines shall be required to make as close connection as practicable for the convenience of the traveling public. And said common carriers shall obey all rules and regulations made by said Commission relating to trackage. Any violation of the pro-

Proviso.

When suit shall be brought.

Proviso.

Duplicate freight receipts.

Violation of provisions of this statute unlawful.  
Penalty.

Officers refusing or neglecting to make report.

Stations established for one year shall not be abandoned.

Relocation of depots.

Discrimination of rates with connecting lines prohibited.

visions of this section shall be punished by a fine of not less than five hundred dollars or exceeding five thousand dollars for each and every offense.

May handle property free for United States or State or municipalities or for other purposes.

SEC. 22. That nothing in this act shall prevent the carriage, storage or handling of property free or at reduced rates for the United States, State or municipal governments, or for charitable or educational purposes, or for any corporation or association incorporated for the preservation and adornment of any historic spot, or to the employees or officers of such company or association while traveling in the performance of their duties, provided they shall not travel further than ten miles one way on any one trip free of charge, or to or from fairs or exhibitions for exhibition thereat, or the free carriage of destitute and homeless persons transported by charitable societies and the necessary agents employed in such transportation, or the free transportation of persons traveling in the interest of orphan asylums or homes for the aged and infirm or any department thereof, or officers of the geological survey while attending to the duties of this office, or the State Superintendent of Public Instruction while attending to the duties of his office, or ex-Confederate soldiers attending annual reunion, or the issuance of mileage, excursion or commutation passenger tickets; nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion or to municipal governments for the transportation of indigent persons or to inmates of national homes or State homes for disabled volunteer soldiers and of soldiers' and sailors' orphan homes, including those about to enter and those returning home after discharge under arrangements with the boards of managers of said homes; nothing in this act shall be construed to prevent railroads from giving free carriage to their own officers and employees and members of their families, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers or employees; and nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies: *Provided*, that the Commission shall have power to suspend any or all the provisions of this section after thirty days' notice to any company. The commissioners and their clerks shall be transported free of charge over all railroads and railroad trains and other transportation companies under the supervision of the Commission in this State, and when traveling on official business they may take with them experts or other agents whose service they may deem temporarily of importance.

Free carriage to officers, etc., permitted.

Proviso.

Commissioners and clerks may be transported free.

Additional penalties for violation of regulations of Corporation Commission.

SEC. 23. That any railroad or other company or corporation which violates any of the provisions of this act or refuses to conform to or obey any rule, order or regulation of North Carolina Corporation Commission shall, in addition to the other penalties prescribed in this act, forfeit and pay the sum of five hundred dollars for each offense,

to be recovered in an action to be instituted in the Superior Court of Wake County in the name of the State of North Carolina on the relation of the North Carolina Corporation Commission, and each day such company or corporation continues to violate any provision of this act or continues to refuse to obey or perform any rule, order or regulation prescribed by said North Carolina Corporation Commission shall be a separate offense.

SEC. 24. The Commission may investigate the causes of any accident on a railroad resulting in the loss of life, and of any accident not so resulting which they may deem to require investigation.

Investigation of accidents.

SEC. 25. Whenever any company or corporation embraced in this act has a controversy or controversies with another such company or corporation or person or persons, and all the parties to such controversy agree in writing to submit such controversy to the Commission aforesaid as arbitrators, said Commission shall act as such, and after due notice to all parties interested shall proceed to hear the same, and their award shall be final. Said award in cases where land or an interest in land is concerned shall immediately be certified to the clerk of the Superior Court of the county in which said land is situated and shall by such clerk be docketed in the judgment docket for said county, and from such docketing shall be a judgment of the Superior Court for such county. Before such arbitrators parties may appear in person or by attorney.

Controversy between companies submitted to commission.

SEC. 26. That in all cases under the provisions of this act the rules of evidence shall be the same as in civil actions, except as provided by this act. All fines recovered under the provisions of this act shall be paid into the State treasury-to be used for such purposes as the General Assembly may provide. The remedies hereby given the persons injured shall be regarded as cumulative to the remedies now given or may be given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies.

Rules of evidence.

Fines, how applied.

SEC. 27. That it shall be the duty of the Commission herein provided for to make to the Governor annual reports of the transactions of their office and to recommend from time to time such legislation as it may deem advisable under the provisions of this act, and the Governor shall have one thousand copies of such report printed for distribution. The office of the Corporation Commission shall be supplied with such Supreme Court Reports, Public and Private Laws of the State necessary for a complete set, as may be on hand.

Commission shall make annual reports to general assembly.

SEC. 28. That the fiscal year to which all reports shall be made which may be required of any railroad or transportation company by the Commission under this act shall be the thirtieth of June as now fixed by law by the Interstate Commission of the United States: *Provided*, that from all decisions or determinations arising under the operation or enforcement of this act the party or corporation affected thereby shall be entitled to appeal therefrom as provided in section seven of this act and when no exception is made to the facts

Fiscal year to which reports made.

as found by the Commission, then the appeal shall be taken direct to the Supreme Court.

Quorum.

SEC. 29. That any two of said North Carolina Corporation Commission shall constitute a quorum for the transaction of business, and the chairman of said Commission is hereby authorized and empowered to perform the duties and exercise the powers conferred by this act as to banking and building and loan associations: *Provided*, nothing herein contained shall prevent the other members of said Commission from acting with said chairman in all of said matters.

Officers of commission.

SEC. 30. That said North Carolina Corporation Commission shall use and occupy the offices and rooms lately occupied by the board of railroad commissioners in the city of Raleigh, and they shall keep their office open for the transaction of business at all times: *Provided, however*, special sessions in the judgment of the Commission may be held at other places in the State when the convenience of all parties is best subserved and expense is saved; and it shall be the duty of the chairman of said Commission and each of said commissioners to remain in said office at least fifteen days in each month, unless said commissioners are detained from said office on official business connected with the duties of the office.

Salary of chairman and commissioners.

SEC. 31. That the salary of the chairman of the said Commission and of the other two members of the Commission shall be two thousand dollars per annum, payable monthly by the Public Treasurer on the warrant of the Auditor, and they may elect and appoint a clerk, who shall be an expert accountant, experienced in railroad statistics and transportation rates, whose salary shall be one thousand five hundred dollars, which shall be paid monthly on the warrant of the Auditor out of any funds not otherwise appropriated. The office of said Commission shall be kept in Raleigh, and they shall be furnished with an office, necessary furniture and stationery, postage, lights, fire and servant, which shall be paid for by the Public Treasurer on the warrant of the Auditor. Any one of said commissioners shall have power to administer an oath or affirmation in any and all matters relating to their official duties. The General Assembly shall designate the chairman of said Commission, and in the event of the vacancy or the absence of the chairman the commissioners shall fill the vacancy *pro tem*.

Office, where kept.

Expenses of commission.

SEC. 32. That all the expenses of the Commission except as hereinbefore provided, including all necessary expenses for transportation incurred by the commissioners or by their employees under their orders in making any investigation, or upon official business, or for any other purposes necessary for carrying out the provisions of this act, shall be allowed, and the Auditor shall issue his warrant upon presentation of itemized vouchers therefor approved by the chairman of the Commission: *Provided*, that the expenses allowed under this section shall not exceed three thousand six hundred dollars annually: *And provided further*, whenever by reason of extraordinary efficiency

CORPORATION COMMISSION ACT.

17

or fitness that may be required to discharge the duties of the office of the clerk properly, efficiently and satisfactorily to the commissioners, and the amount provided for in section thirty-one of this act should be inadequate to obtain this service, the commissioners may allow and pay to the clerk of said Commission out of the remainder of said fund an extra allowance above his regular salary in such manner as in their judgment they may deem expedient: *Provided*, that the amount expended under this act shall not exceed three hundred dollars.

SEC. 33. That all license fees and seal tax paid into the office of the North Carolina Corporation Commission shall be turned into the State treasury; also [any] and all moneys received from fines and penalties. License fees and seal tax.

SEC. 34. That said North Carolina Corporation Commission shall keep a record showing in detail all receipts and disbursements. Record of receipts and disbursements.

SEC. 35. That this act shall be in force from and after the fifth day of April, eighteen hundred and ninety-nine.

Ratified the 6th day of March, A. D., 1899.

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AN ACT TO MAKE THE RAILROAD COMMISSION A COURT OF RECORD.

*The General Assembly of North Carolina do enact:*

SECTION 1. That the Railroad Commissioners, elected at this General Assembly, and successors in office, be and they are hereby created and constituted a Court of Record inferior to the Supreme Court, and shall be known as the Board of Railroad Commissioners, and as such shall have all the powers and jurisdiction of a court of general jurisdiction as to all subjects embraced in the act creating such Railroad Commission heretofore passed, and shall have a common seal. Commission constituted a court of record.

SEC. 2. This act shall be in force from and after the first day of April, 1891.

## Index to Corporation Commission Act.

	Sec.		Sec.
Accidents—Commissioners may investigate .....	24	Clerk—qualification of .....	31
Advantage of preference, undue or unreasonable, forbidden .....	13	fees allowed .....	7
Advancement of cases on docket .....	7	certificate of schedules .....	7
Action—limitation as to time of bringing .....	16	to serve notices .....	9
Agreements and contracts to be submitted to the Commission .....	6	Commission a court of record .....	1
not approved by Commission a violation .....	6	Commissioners—elected by General Assembly .....	1
Appeal—right of given .....	7-28	General Assembly to designate Chairman .....	31
notice of .....	7	term of office .....	1
undertaking on .....	7	vacancies, how filled .....	1-31
to Supreme Court .....	28	oath of office of .....	1
heard in chambers by consent .....	7	who eligible to election .....	1
to have precedence and how tried, Arbitration—of controversies by Commission .....	7	salary of .....	31
Attorney-General—to prosecute for recovery of undertaking on appeal to the Supreme Court .....	7	term of office .....	1
fees of, for service .....	7-15	oath of .....	1
Commission to present facts of violation of Act to .....	8	free transportation .....	22
to represent Commission before Interstate Commission .....	14, 15	shall remain in office fifteen days in month .....	30
Auditor of State—relieved from supervision of building and loan associations, .....	2	authorized to administer oaths..	31
turn over book to Corporation Commission .....	4	may employ clerk .....	31
Award—of arbitration by Commission to be docketed and have force of judgment .....	25	may administer oaths .....	31
Baggage, proper handling of .....	2	may subpoena witness .....	9
Banks—supervision of Commission, chairman may act for Commission .....	1, 2	may examine books and papers, 1, 9, 10	10
Books and papers—Commissioners may examine .....	1, 9, 10	expenses of, how paid .....	32
Building and Loan Associations, supervision of .....	1, 2	to make annual report .....	27
Auditor relieved from .....	2	to make rates of freight and passenger tariffs .....	7
Canal companies, supervision of .....	1, 2	to prevent giving rebates .....	2-15
Cars, separate for the races .....	11	to investigate interstate rates .....	14
Chambers—appeal heard in by consent .....	7	to transmit record on appeal .....	7
Chairman of Corporation Commission—General Assembly to designate .....	31	contracts between railroads to be submitted to .....	6
Clerk—Commission may appoint .....	31	division of earnings to be submitted to .....	6
salary of .....	31	to make rules and regulations as to contracts .....	6
		to notify corporation of violation of Act .....	8
		to notify in writing, for repairs, etc., of stations .....	2
		separate apartment for white and negroes .....	11
		may suspend section 25 of this Act .....	22
		to make rates for express and telegraph companies .....	1, 2
		may investigate railroad accidents .....	24
		may arbitrate causes and make awards .....	25
		to publish rates of railroads .....	7
		to investigate books and papers, 1, 9, 10	10

	Sec.		Sec.
Commissioners—empowered to examine officers under oath.....	1	Freight receipts—duplicate to be given .....	17
Common carriers—to afford facilities for interchange of traffic..	21	Free or reduced rates—may be given .....	22
charging for transportation a greater compensation from one person than another.....	13	Free carriage to own officers.....	22
Common law remedy not abridged,	22	General Assembly to elect Commissioners .....	1
Connecting lines to make close connection .....	21	to designate Chairman.....	31
Contempt .....	9	members of, ineligible.....	1
Contract between railroads to be submitted to Commissioners...	2, 6	Governor—Commission to make report to.....	27
rules and regulations as to contracts between railroads.....	6	Ineligible as Commissioners—who..	1
Controversies, must be submitted..	25	Injunction—no judge to grant, unless .....	7
Court of record—Commission made a.....	1	how vacated.....	7
Cumulative remedies.....	26	Interchange of traffic, to afford facilities for.....	21
Damages—exemplary .....	16	Interstate Commerce Commission—complaints brought to attention of.....	14
Delivery of freight—railroad companies to.....	17	Interstate transportation of freight,	14
Demurrage. ....	25, 26	Injury—action by person injured..	16
Depots—erection, etc., separate waiting rooms for the races....	2	Interchange of passes.....	22
not to be abandoned.....	19	Judgment—vacated on filing undertaking on appeal.....	7
relocated, when.....	20	revival of.....	7
Discrimination—penalty for unjust, to prevent.....	2, 21	Limitations—as to time of bringing actions .....	16
Distances—unlawful to charge more for a shorter than a longer..	14	Long and short haul.....	14
special cases on application to the Commission .....	14	Manufacturing—special rates for developing .....	14
Division of earnings to be submitted,	6	Mileage tickets.....	22
Duplicate of freight receipts to be given .....	17	Milling-in-transit .....	2
Duplicate freight receipts—what to contain .....	17	Notice—how served .....	9, 10
Evidence—rules of, to be observed,	26	Notice of appeal.....	7
Extortion—by railroad.....	12	Oath—of Commissioners.....	1
Express companies—rates for, to be made by Commission.....	1-2	Commissioners may administer..	31
Exceptions to be filed on appeal...	7	to examine officers under.....	1
Excursion rates.....	7	Office—term of.....	1
Expenses—of Commission, how paid .....	32	to be in Raleigh.....	31
other expenses.....	32	Officers—railroads carrying own officers free over road.....	22
Exemplary damages—suits to be brought within .....	7	Parties—may appear before Commission by attorney.....	25
Fines—payable into State treasury,	13, 15, 23, 26, 33	Passenger tariff—Commissioners to make .....	5-7
sheriffs fined for failure to serve process .....	9	Passes and free transportation to officers and employees.....	21
Fiscal year.....	28	railroads may interchange.....	21
Freight—rates .....	13	Penalty—action for recovery of....	15
interstate rates.....	14	for extortion by railroad.....	12
duplicate receipt for.....	17	for unjust discrimination.....	13
delivery of.....	17	for giving undue preference.....	13
Commission to make tariff.....	2-7	for violation of rules.....	15
unlawful to charge more for a shorter than a longer distance,	14	for failure to deliver freight....	17
		for failure of officers of railroads to make reports.....	18
		for failure to obey order to repair, change or build stations.....	2

	Sec.		Sec.
Penalty—for failure to comply with order for separate apartments for whites and negroes.....	11	Reports—failure to make, penalty..	18
for failure to obey order for close connection .....	21	Commissioners to make annual..	27
for failure to obey rules relating to trackage.....	21	one thousand copies to be printed, railroad companies to make annually .....	22
for failure to appear before Commission when summoned.....	10	fiscal year.....	28
Precedence—appeal from Commission to Court to have.....	7	Remedies cumulative.....	26
Preference or advantage, undue or unreasonable, forbidden.....	13	no statute repealed.....	13, 26
Prima facie evidence in.....	7	Returns—for assessment and taxation to be made.....	2
Process—served by sheriffs.....	9	Rules—Commission to make, as to contracts between railroad companies .....	6
Qualifications for Commissioners...	1	action by person injured by railroad violating.....	16
Quorum .....	29	of evidence.....	26
Railroad companies—to file schedule of rates with Corporation Commission .....	7	of practice .....	15
charging unreasonable rates guilty of extortion.....	12	of trackage.....	21
failing to make recompense.....	15	penalties against company for violating .....	15
to give duplicate freight receipts, to make annual reports.....	17	Rooms of.....	30
guilty of unjust discrimination..	13	Salaries—of Commissioners.....	31
unlawful for, to give undue preference .....	13	of clerk.....	31
to post schedules at stations....	7	Schedules—Commissioners to change and revise .....	7
not to abandon stations.....	19	railroads to post at stations....	7
R. R. Commission—a court of record .....	7	of rates to be published.....	7
Rates—freight and passenger tariff, interstate freight.....	2	<i>prima facie</i> evidence, etc.....	7
special for developing resources..	14	change of.....	7
Rates—special, excursion.....	14	Seal tax.....	33
schedule of all rates to be filed with Commission .....	7	Separate cars—Commission may require .....	11
reduced for certain persons.....	22	Sheriffs—to serve process.....	9, 10
Commission to make rates for transportation of freight and passengers .....	7	fees of, for services.....	9
reduced or free for State or United States.....	22	financed for failure to serve process..	9
Commission to make.....	7	Side tracks—construction.....	22
Commission to publish.....	7	Shippers—to be refunded overpaid freight .....	7
schedule to be published.....	7	reimbursed by State Treasurer..	7
to remain until reversed on appeal .....	7	Sleeping-car companies .....	1, 2
Rebate—to prevent giving.....	2-13	Solicitor—to prosecute for, recovery of undertaking.....	7
Reasonable rates—schedule <i>prima facie</i> .....	7	to prosecute.....	15
Receipts—railroads to give duplicate, for freight.....	17	fees of, for services.....	15
Reduced rates to certain persons..	22	Special rates for development of manufacturing, etc.....	14
Record—Commission to transmit, on appeal.....	7	Special sessions.....	30
Recompense—failure to make.....	15	State—property of, may be carried free or at reduced rates.....	22
Reimbursement of shippers.....	7	Stations—repairs and changes of..	2
Refunding to shippers—overpaid freight to be refunded.....	7	not to be abandoned without consent .....	19
		relocated by consent.....	20
		separate apartments for whites and negroes.....	11
		Statute—giving remedy against railroad not repealed.....	26
		remedy by, not abridged.....	22
		appeal direct to.....	28
		Steam-boat companies .....	2
		Steamboats .....	14

	Sec.		Sec.
Storage .....	25-26	Undertaking—condition of, in in-	
Subpœna—how served .....	9, 10	junction proceedings .....	7
misdemeanor not to appear when		when additional required .....	7
summoned, etc .....	10	action on .....	7
Supreme Court—appeal to .....	28	application of recovery of .....	7
Suspension from office by Governor,	1	Undue preference—unlawful .....	13
Tariffs—Commission to make rates, 7,	13	Union passenger station .....	2
what to consider in making .....	2	United States—property of, may be	
Term of office of Commissioners...	1	carried free or at reduced rates,	22
Telegraph companies—rates for, to		Unjust discrimination—carriers	
be made by Commission .....	1, 2	charging greater or less com-	
Telephone companies .....	1, 2	pensation to one person than	
Tickets—mileage .....	22	another .....	13
railroads may interchange .....	22	Vacancies—how filled .....	1, 31
Title of cause .....	7	Valuation—method of, for railroad	
Trackage—rules regarding, to be ob-		property .....	20
served .....	21	Violation of Act—Commission to	
Treasurer, State, relieved from su-		give notice to corporation, etc..	8
pervision of banks .....	2	Witnesses—Commission may sub-	
shall turn over books .....	3	pœna .....	1, 9, 10
Undertaking—on appeal .....	7	fees of, and how paid .....	9
Attorney-General to prosecute,		failure to attend when subpœnaed,	9
when .....	7	punishment for contempt .....	9
suit to recover .....	7		

# Acts Relating to Commission.

## AN ACT TO PROMOTE THE COMFORT OF TRAVELERS ON RAILROAD TRAINS AND FOR OTHER PURPOSES.

(Chapter 384, Laws 1899, as amended by Chapter 213, Laws 1901).

*The General Assembly of North Carolina do enact:*

Railroads to provide separate accommodations for white and colored passengers.

SECTION 1. That all railroad companies and steamboat companies engaged as common carriers in the transportation of passengers for hire in the State of North Carolina other than street railways shall provide separate but equal accommodations for the white and colored races on all trains and steamboats carrying passengers. Such accommodations may be furnished by railroad companies either by separate passenger cars or by compartments in passenger cars, which shall be provided by the railroads under the supervision and direction of the Board of Railroad Commissioners or the officers succeeding to their powers: *Provided*, that this shall not apply to relief trains in cases of accident, to Pullman or sleeping-cars or through express trains that do not stop at all stations and are not used ordinarily for traveling from station to station, to negro servants in attendance on their employers, to officers or guards transporting prisoners, nor to prisoners so transported.

Proviso.

Commission may make exemptions.

SEC. 2. The Railroad Commissioners of this State, or the officers succeeding to their powers, are hereby authorized to exempt from the provisions of this act branch lines and narrow-gauge railways, and mixed trains carrying both freight and passengers, if in their judgment the enforcement of this act be unnecessary to secure the comfort of passengers by reason of the light volume of passenger traffic or the small number of colored passenger travelers on such narrow-gauge or branch lines and mixed trains carrying both freight and passengers.

In cases of emergency.

SEC. 3. That when any coach or compartment of a car for either race shall be completely filled at a station where no extra coach or car can be had and the increased number of passengers could not be foreseen, the conductor in charge of such train is hereby authorized to assign and set apart a portion of a car or compartment assigned for passengers of one race to passengers of the other race.

First and second class.

SEC. 4. That all railroad companies shall furnish first and second-class passenger accommodations.

Penalty for failure to comply with provisions of this act.

SEC. 5. That any railroad company failing to comply in good faith with the provisions of this act shall be liable to a penalty of \$100.00 per day, to be recovered in an action brought against such company by any passenger on any train or boat of any railroad or steamboat company which is required by this act to furnish separate accommodations to the races, who has been furnished accommoda-

tions on such railroad train or steamboat in only a car or compartment with a person of a different race in violation of the provisions of this act.

SEC. 6. This act shall be in force from and after its ratification.

Ratified the 4th day of March, A. D. 1899.

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AN ACT TO AMEND CHAPTER FORTY-NINE OF THE CODE.

*The General Assembly of North Carolina do enact:*

SECTION 1. That the Board of Railroad Commissioners of North Carolina are hereby empowered, whenever it shall appear wise and proper so to do, to authorize, allow and permit any railroad company operating in this State to run one or more fast mail trains over its road, which shall only stop at such stations on the line of the road as may be designated by the company: *Provided*, that in addition to such fast mail train said railroad shall run at least one passenger train in each direction over its road on every day except Sunday, which shall stop at every station on the road at which passengers may wish to be taken up or put off: *Provided*, nothing in this act shall be construed to authorize any company, persons or corporations to run any trains over the Petersburg Railroad between Weldon and the State line after the expiration of the extension of the charter granted to that company by this State in one thousand eight hundred and ninety-one, unless and until the charter of said Petersburg Railroad shall be renewed by this General Assembly: *Provided further*, that nothing in this act shall be construed as preventing the running of local passenger trains on Sunday.

Commission may permit railroads to run fast trains.

Proviso.

Proviso.

Proviso.

SEC. 2. That this act shall be in force from and after its ratification.

Ratified the 9th day of February, A. D. 1893.

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AN ACT IN REGARD TO THE DELIVERY OF FREIGHT.

*The General Assembly of North Carolina do enact:*

SECTION 1. That whenever any goods, articles of freight of any kind shall be received by any common carrier in this State to be delivered to any consignee in this State, and a portion of the same shall not have been received at the place of destination, it shall not be lawful for the carrier to demand any part of the charges for freight or transportation due for such portion of the shipment as shall not have reached the place of destination. The carrier shall be required to deliver to the consignee such portion of the consignment as shall have been received upon the payment or tender of the freight charges due upon such portion. But nothing in this act shall be construed as interfering with or depriving a consignor, or other person having authority, to his rights of stoppage *in transitu*.

Charges not demandable until freight received.

Not interfering with rights of stoppage.

Commission to  
enforce act.

SEC. 2. The Railroad Commissioners shall enforce the enforcement of the provisions of this act by appropriate regulations, and this act shall be in force from and after its ratification.

Ratified the 6th day of March, A. D. 1893.

#### AN ACT TO AMEND SECTION 1964 OF THE CODE.

(Chapter 444, Public Laws 1903, as amended by Chapter 693, Public Laws 1903).

*The General Assembly of North Carolina do enact:*

Agents and officers  
to receive freights.

SECTION 1. That section 1964 of The Code be amended so as to read as follows: "Agents or other officers of railroads and other transportation companies whose duties it is to receive freights shall receive all articles of the nature and kind received by such company for transportation whenever tendered at a regular depot, station, wharf or boat-landing, and also every loaded car or cars tendered at a side track or any warehouse connected with the railroad track by a siding: *Provided*, if such loaded car or cars be tendered at any siding or warehouse at which there is no agent, notice shall be given to an agent at the nearest regular station at which there is an agent, that such car is loaded and ready for shipment, and shall forward the same by the route selected by the person tendering the freight under existing laws; and the transportation company represented by any person refusing to receive such freight shall forfeit and pay to the party aggrieved the sum of fifty dollars for each day said company refuses to receive said shipment of freight, and all damages actually sustained by reason of the refusal to receive said freight."

Proviso.

Penalty for failure.

SEC. 2. This act shall be in force from and after its ratification.

In the General Assembly read three times and ratified this the 5th day of March, 1903.

#### AN ACT TO PREVENT OVERCHARGES AND CERTAIN OTHER ABUSES OF RAILROADS AND OTHER CORPORATIONS.

(Chapter 590, Public Laws 1903).

*The General Assembly of North Carolina do enact:*

Not to demand or  
receive more than  
allowed by law.

SECTION 1. That no railroad company, steamboat company, express company or other transportation company or corporation engaged in the carriage of freight, no telegraph company or telephone company doing business in this State shall demand, collect or receive from any person, firm or corporation, for any service rendered or to be rendered in the transportation of property or transmission of messages, more than the rates appearing in the printed tariff of said company in force at the time such service is rendered, or more than is allowed by law.

Person aggrieved  
may file demand.

SEC. 2. That in case of any overcharge, contrary to section one (1) of this act, the person, firm or corporation aggrieved may file with any

agent of the company collecting or receiving greater compensation than the amount allowed in section one (1), a written demand, supported by a paid freight bill and an original bill of lading or duplicate thereof for refund or overcharge, a maximum period of sixty days shall be allowed any company or corporation to pay claims filed under this section. That any company or corporation failing to refund such overcharge within the time allowed for such refundment shall forfeit to the party aggrieved the sum of twenty-five (\$25.00) dollars for the first day and five (\$5.00) dollars per day for each day's delay thereafter until said overcharge is paid, together with all costs incurred by the party aggrieved: *Provided*, the total forfeiture shall not exceed one hundred (\$100.00) dollars.

Penalty for failure to refund.

Proviso.

SEC. 3. That it shall be unlawful for any railroad company, steamboat company, express company or other transportation company doing business in this State, to omit or neglect to transport any goods or merchandise received by it and billed to or from any place in this State for shipment, for a longer period than four days after the receipt of same, unless otherwise agreed upon between the company and the shipper; or unless the same be burned, stolen or otherwise destroyed, or to allow any such goods or merchandise to remain at any intermediate point more than forty-eight (48) hours unless otherwise provided for by the Corporation Commission. Each and every company violating any provision of this section shall forfeit to the party aggrieved the sum of twenty-five (\$25.00) dollars for the first day and five (\$5.00) dollars for each and every day of such unlawful detention thereafter, in case such shipment is made in car-load lots, but in less quantities the forfeiture shall be \$12.50 for the first day and \$2.50 for each succeeding day: *Provided*, the forfeiture shall not be collected for more than thirty days.

Unlawful to neglect to transport goods.

Penalty for failure.

Proviso.

SEC. 4. That if any railroad or other transportation company doing business in this State finds it necessary, in order to prevent delays in the transportation of freight or passengers, to take possession of coal, wood or other fuel not its own property and convert it to its own use without an agreement with the owner thereof, it shall notify such owner within three days of such taking and shall, within a period of thirty days, pay for such coal, wood or other fuel at the invoice price at place of shipment, plus ten per cent. (10 per cent.). Should the transportation company fail to notify the consignee within such three days or pay for said coal, wood or other fuel at the invoice price at place of shipment, plus ten per cent. (10) as above provided, within thirty days (30) after converting the same to its own use, it shall forfeit to the party aggrieved the sum of twenty-five (\$25.00) dollars for the first day of failure to notify such consignee of such appropriation of said fuel, or their failure to pay for the same, and five (\$5.00) dollars for each day thereafter in which they shall fail to notify such consignee or pay for the same.

Company using fuel owned by others to pay for same.

Penalty for failure.

Conflicting laws repealed.

SEC. 5. That all laws in conflict herewith are hereby repealed, and that this act shall be in force from and after its ratification.

In the General Assembly read three times and ratified this 9th day of March, 1903.

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**AN ACT TO AMEND SECTION ONE THOUSAND NINE HUNDRED AND FIFTY-NINE OF THE CODE, REQUIRING RAILROAD COMPANIES TO RENDER ANNUAL REPORTS TO THE GOVERNOR OF OPERATIONS FOR THE YEAR.**

*The General Assembly of North Carolina do enact:*

Report to commission sufficient.

SECTION 1. That section one thousand nine hundred and fifty-nine of The Code be and the same is hereby amended by adding the following at the end of said section: "*Provided*, that if the report herein mentioned shall be made to the Board of Railroad Commissioners instead of the Governor, it shall be deemed a sufficient compliance with the requirements of this section."

SEC. 2. That this act shall be in force from and after its ratification.

Ratified the 14th day of February, A. D. 1893.

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**AN ACT TO REVISE THE LAWS AUTHORIZING THE BUSINESS OF BANKING AND TO DEFINE THE DUTIES OF THE CORPORATION COMMISSION IN THE SUPERVISION OF THE STATE, PRIVATE AND SAVINGS BANKS OF THE STATE AND TO PROVIDE FOR THE CHARTER OF SAME BY THE SECRETARY OF STATE.**

(Chapter 275, Public Laws 1903).

*The General Assembly of North Carolina do enact:*

Three or more persons may organize banks.

SECTION 1. That any number of persons, not less than three, may associate to establish banks of discount and deposit, to be known as commercial banks, and also to establish offices of loan and deposit, to be known as savings banks, or to establish banks having departments for both classes of business, upon the terms and conditions and subject to the liabilities prescribed in this act, but the aggregate amount of capital stock of any such bank shall not be less than \$25,000, except when banks with a capital of not less than \$5,000 may be organized in a city or village the population of which does not exceed 1,500 inhabitants, and with a capital of not less than \$10,000, in a city or village the population of which does not exceed 5,000 inhabitants. No bank shall be the holder, as pledgee or as purchaser, of any portion of its capital stock, unless such purchase shall be necessary to prevent loss upon a debt previously contracted in good faith.

Capital stock.

No bank to hold stock.

Articles of incorporation.

SEC. 2. The persons associating shall execute articles of incorporation, which shall specify:

Name.

1st. The name assumed by such bank, which shall be in no material respect similar to the name of any other bank organized under the laws of this State or National Banking Association.

2d. The county and city, or village, where such bank shall be located to conduct its business. Location.

3d. The nature of its business, whether that of commercial bank, savings bank, or both. Nature of business.

4th. The amount of its capital stock, which shall be divided into shares of \$50 or \$100 each. Capital stock.

5th. The names and places of residence of the stockholders, and the number of shares held by each of them. Stockholders.

6th. The period for which the bank is organized, which shall not exceed thirty years. Length of organization.

Such articles of incorporation shall be acknowledged before any officer authorized by the laws of this State to take and certify acknowledgments. Acknowledged before officers.

SEC. 3. Such articles of incorporation shall be executed in triplicate, one of which shall be recorded in the office of the County Clerk for the county in which the bank is located, one filed in the office of the Corporation Commission and one filed and recorded in the office of the Secretary of State, and shall also be spread upon the minutes of the incorporation. Such articles of incorporation, or copies thereof duly certified by either of said officers, may be used as evidence in all courts for and against such banks. Separate copies for county clerk, commission and Secretary of State.

SEC. 4. That sections twenty-nine (29) and ninety-six (96) of chapter two (2), Public Laws of 1901, being "An act to revise the corporation laws of North Carolina," shall be applicable to banks organized under this act. The machinery provided for the dissolution of corporations under said act shall also apply to banks. The Secretary of State shall then issue a certificate of incorporation to such corporation, granting the privilege of doing a banking business as authorized by this act. Secs. 29 and 96, chap. 2, Public Laws 1901, applicable to banks.

SEC. 5. Whenever the articles of incorporation are filed with the Corporation Commission as provided in this act and the bank transmitting the same files the certificate of payment of capital stock as provided in this act and certifies that such bank has complied with all of the provisions in this act required, before the bank shall be authorized to commence business the Corporation Commission shall examine the sworn statements of the conditions of such bank, or have same examined in person, and ascertain the amount of money paid in on account of its capital, the name and place of residence of each of its directors and the amount of capital stock of which each is the owner in good faith, and whether such bank has complied with all the provisions of this act required to entitle it to engage in the business of banking. Certificate of incorporation.

SEC. 6. The Corporation Commission may withhold from any bank its certificate authorizing the commencement of business whenever it has reason to believe that the stockholders have formed the same for any other purpose than the legitimate objects contemplated by this act. When articles of incorporation, etc., filed, commission to examine.

Commission may withhold certificate.

Commission may authorize bank to commence business.

SEC. 7. If upon such examination it appears to the Corporation Commission that such bank is lawfully entitled to commence the business of banking, it shall, within thirty days after the filing of the certificate of payment of capital as provided in this act, give to such bank a certificate signed by the chairman of the Corporation Commission, attested by the secretary of the Commission, that such bank has complied with all the provisions required to be complied with before commencing the business of banking, and that such bank is authorized to commence such business.

Body corporate.

SEC. 8. Upon making and filing the articles of incorporation required by this act, the bank shall become a body corporate and as such shall have power:

Powers.

1st. To adopt and use a corporate seal.

2d. To have succession for the period of years named in the articles of incorporation.

3d. To make contracts.

4th. To sue and be sued in any court of law or equity as fully as natural persons.

5th. To elect or appoint directors, who shall choose from their number a president and one or more vice-presidents, and shall have power to appoint and employ a cashier or treasurer and any other officers, define their duties, require bonds from such officers and clerks, dismiss such officers so elected or appointed, or any of them, at pleasure, and elect or appoint others to fill their places.

6th. To prescribe by its board of directors by-laws not inconsistent with law, regulating the manner in which its stock shall be transferred, its directors and officers elected or appointed, its stockholders convened for special meetings, its property transferred and its general business conducted and the privilege granted to it by law exercised and enjoyed.

7th. To exercise, by its board of directors or duly authorized officers or agents, subject to law, all such powers as shall be necessary to carry on the business of banking, by discounting and negotiating promissory notes, drafts, bills of exchange and other evidences of debts, by receiving deposits, by buying and selling exchange, coin and bullion, by loaning money on personal security or real property. Such association, at the time of making loans or discounts, may take and receive in advance such interest as may be agreed upon not exceeding the legal rate.

May hold real estate.

SEC. 9. Such bank may purchase, hold and convey real estate for the following purposes:

Purposes.

1st. Such as shall be necessary for the convenient transaction of its business, including with its banking offices other apartments to rent as a source of income, which investment shall not exceed 25 per cent. of its paid-in capital stock and permanent surplus: *Provided*, that this provision shall not apply to any such investment made before the date that this act takes effect.

2d. Such as is mortgaged to it in good faith by way of security of loans made or money due to such bank.

3d. Such as is conveyed to it in satisfaction of debts previously contracted in the course of its dealings.

4th. Such as it acquires by sale on execution or judgment of any court in its favor.

SEC. 10. At least 50 per cent. of the capital stock of every bank shall be paid in in cash before it shall be authorized to commence business, and the remainder of the capital stock of such bank shall be paid in in monthly installments of at least 10 per cent. in cash of the whole of the capital, payable at the end of each succeeding month from the time it shall be authorized by the Corporation Commission to commence business, and the payment of each installment shall be certified to the Commission under oath by the cashier or president of the bank.

May commence business when half of capital paid in.

SEC. 11. Whenever any stockholder or his assignee fails to pay any installment on the stock, when the same is required by the preceding section to be paid, the directors of such bank may sell the stock of such delinquent stockholders at public sale, as they shall deem best, having first given the delinquent stockholder twenty days' notice, personally or by mail, at his latest known address. If no party can be found who will pay for such stock the amount due thereon to the bank, with any notes incurred, the amount previously paid shall be forfeited to the bank and such stock shall be sold as the directors may order, within six months of the time of such forfeiture, and if not sold it shall be cancelled and deducted from the capital of the bank.

May sell stock of delinquents.

SEC. 12. The shares of stock of such bank shall be deemed personal property and shall be transferred on the books of the bank in such manner as the by-laws of the bank may direct; but no transfer of stock shall be valid against the bank so long as the registered holder thereof shall be liable as principal debtor, surety or otherwise to the bank for any debt which shall be due and unpaid, nor in such case shall any dividends, interest or profits be paid on such stock so long as such liabilities continue; but all such dividends, interests or profits shall be retained by the bank and applied to the discharge of such liabilities, and no stock shall be transferred on the books of any bank without the consent of the board of directors where the registered holder thereof is in debt to the bank for any matured and unpaid obligations.

Stock deemed personal property and transferable.

SEC. 13. The stockholders of every bank organized under this act shall be individually responsible, equally and ratably and not one for another for all contracts, debts and engagements of such corporation, to the extent of the amount of their stock therein at the par value thereof, in addition to the amount invested in such shares. The term "stockholder," when used in this chapter, shall apply not only to such persons as appear by the books of the corporation to be stockholders, but also to every owner of stock, legal or equitable, although

Stockholders individually responsible.

the same may be on such books in the name of another person; but not to a person who may hold the stock as collateral security for the payment of a debt.

What persons not liable.

SEC. 14. No person who has in good faith and without any intent to evade his liability as a stockholder, transferred his stock on the books of the corporation, when solvent, to any person of full age, previous to any default in the payment of any debt or liability of the corporation, shall be subject to any personal liability on account of the non-payment of such debt or liability of the corporation, but the transferee of any stock as transferred previous to any default shall be liable for any such debt or liability of the corporation to the extent of such stock, in the same manner as if he had been the owner at the time the corporation contracted such debt or liability.

Penalty for embezzlement, etc.

SEC. 15. Every president, director, cashier, teller, clerk or agent of any bank or association created under this act, who embezzles, abstracts or wilfully misapplies any of the moneys, funds or credits of the association, or who, without authority from the directors, issues or puts forth any certificate of deposit, draws any order or bill of exchange, makes any acceptance, assigns any note, bond, draft, bill of exchange, mortgage, judgment or decree, or who makes any false entry in any book, report or statement of the bank or association, with the intent in either case to injure or defraud the bank or association or any other company, or any individual person, or to deceive any officer of the bank or association, or any person who aids and abets in the doing of any of these things, shall be guilty of a high misdemeanor, and upon conviction shall be imprisoned in the Penitentiary of the State for not less than two years, nor more than fifteen years, and likewise fined, at the discretion of the court.

List of stockholders to be kept.

SEC. 16. Every bank shall at all times keep a correct list of the names of all its stockholders, and once in each year, or whenever called upon, file in the office of the Corporation Commission a correct copy of such list.

May reorganize after dissolution.

SEC. 17. Whenever any bank, under the laws of this State or of the United States, is authorized to dissolve and shall have taken the necessary steps to effect dissolution, it shall be lawful for a majority of the directors of such bank, upon the authority in writing of the owners of two-thirds of its capital stock, with the approval of the Corporation Commission, to execute articles of incorporation as provided in this act, which articles, in addition to the requirements above, shall further set forth the authority derived from the stockholders of said dissolved national bank or State bank, and upon filing the same as hereinbefore provided, upon the organization of banks, the same shall become a bank under the laws of this State, and thereupon all assets, real and personal, of said dissolved national bank, shall by act of law be vested in and become the property of said State bank, subject to all liabilities of said national bank not liquidated under the laws of the United States before such reorgani-

zation: *Provided*, such State or national bank shall not be required Proviso.  
to pay the fees as provided in section 4 of this act.

SEC. 18. Every bank, association, firm or individual now doing a All banks to conform to this act.  
banking business without being organized by a State charter to do  
so, shall conform to all the provisions of this act before such bank,  
firm or individual shall be authorized to continue to do a banking  
business: *Provided*, such bank, association, firm or individual shall Proviso.  
have sixty days within which to conform to the provisions of this  
act: *Provided further*, this shall not apply to individuals or firms Proviso.  
doing business as bankers in his or their own names and so published.

SEC. 19. Every bank, corporation, partnership, firm or individual, All banks regulated by commission.  
now or hereafter transacting a banking business under the laws of  
and within this State, shall be subject to the provisions of this act  
and regulated by and be under the supervision of the North Carolina  
Corporation Commission.

SEC. 20. The North Carolina Corporation Commission shall have Commission to make rules.  
power to make such rules for the government of the banks and bank-  
ing institutions of this State as may in its judgment seem wise and  
expedient: *Provided*, that no such rule or regulation shall in any way Proviso.  
conflict with any of the provisions of this act.

SEC. 21. Every bank and every corporation, partnership, firm or To make to commission four reports each year.  
individual transacting a banking business shall make to the Cor-  
poration Commission not less than four reports during each year,  
according to the form which may be prescribed by said Board, which  
reports shall be verified in the case of incorporated banking com-  
panies by the oath or affirmation of the president, vice-president or  
cashier, and, in addition, two of the board of directors, and in  
other cases by the oath or affirmation of the partners, members of  
the firm or individual owner. The bank, corporation or individual  
making such report shall publish same in some newspaper in the  
county in which such bank, corporation or individual is located.

SEC. 22. The Corporation Commission shall have power to call Special reports.  
for special reports from any bank, corporation, firm or individual  
transacting a banking business, whenever necessary, in order to  
obtain a full and complete knowledge of its, their or his bank.

SEC. 23. The North Carolina Corporation Commission shall ap- Commission may appoint examiner.  
point a suitable person or persons to make an examination of and  
into the affairs of every bank, corporation or individual doing a  
banking business as often as shall be deemed necessary and proper,  
and at least once every year. The Corporation Commission may  
at any time remove any person appointed by said Commission.

SEC. 24. The person or persons so appointed as examiners shall Powers of examiner.  
have power to make a thorough examination into all the books, papers  
and affairs of the bank or corporation, firm or individual transact-  
ing a banking business, and, in so doing, to administer oaths and  
affirmations and to examine on oath or affirmation any individual  
banker and the officers, agents, partners and clerks of such bank,

Proviso.	<p>corporation, firm or individual touching the matters he or they shall be authorized and directed to inquire into and examine, and to summon, and by attachment compel the attendance of any person or persons in this State to testify under oath before him or them in relation to the affairs of such corporation, partnership, firm or individual. The person or persons making such examination shall make a full and detailed report of the condition of such corporation, partnership, firm or individual to the Commission: <i>Provided</i>, that any examiner appointed under the provisions of this act, who shall knowingly and willingly make any false or fraudulent report of the condition of any bank which shall have been examined by him, with the intent to aid or abet the officers, owners or agents of such bank in continuing to operate an insolvent bank; or if any such examiner shall receive or accept any bribe or gratuity, given for the purpose of inducing him not to file any report of an examination of any bank made by him, or who shall neglect to make an examination of any bank by reason of having received or accepted any bribe or gratuity, he shall be deemed guilty of felony, and, on conviction thereof, shall be imprisoned in the State Penitentiary for not less than two nor more than ten years.</p>
Annual examination.	<p>SEC. 25. One examination each year shall be designated as the annual examination, and for each examination the bank, corporation, association or individual so examined shall pay into the office of the Corporation Commission, to be paid to the examiners, an examination fee as follows: Banks, banking institutions or individuals doing a banking business, having a capital of \$25,000 or less, shall pay a fee of \$15.00; those having a capital stock of more than \$25,000 and not over \$50,000, \$25.00; those having a capital stock of over \$50,000, \$30.00. The expenses incurred and services, other than examinations performed especially for any bank, shall be paid by such bank or banking institution. No bank shall be compelled to pay for more than one examination in each year, unless it shall appear from report, examination or otherwise that the condition of any bank or banking institution or banker is precarious, or in any way unsatisfactory, it shall be the duty of the Commission to order a special examination, which shall be paid for as regular examinations.</p>
Fees for same.	
Banks to pay for only one examination each year.	
Penalty for failure to comply with this act.	<p>SEC. 26. Every bank, corporation, partnership, firm or individual that shall refuse, fail or neglect to make any report, or any published statement required by the provisions of this act, shall be subject to a fine or penalty of fifty (\$50) dollars per day for each day after the time named for said report or statement to be made, that it, they or he delays to make and transmit such report or statement to the Corporation Commission. The fine or penalty herein provided for shall be recovered by the State, for the benefit of the general fund, in a civil action in any court of competent jurisdiction, and it is hereby made the duty of the Attorney-General to enforce the fine or penalty herein provided.</p>
How recovered.	

SEC. 27. Any person or persons who shall wilfully and knowingly subscribe to, or make, or cause to be made, any false statement or false entry in the books of any bank, corporation, partnership, firm or individual transacting a banking business, or shall knowingly subscribe to or exhibit false papers with the intent to deceive any person or persons authorized to examine into the affairs of said bank, corporation, partnership, firm or individual, or shall make, state or publish any false statement of the amount of the assets or liabilities of any such corporation, partnership, firm or individual, shall be deemed guilty of a felony, and upon conviction thereof shall be imprisoned in the State Penitentiary not less than one (1) year nor more than ten (10) years. Penalty for false statement.

SEC. 28. Every bank shall at all times have on hand as a reserve in available funds an amount equal to at least fifteen (15) per cent. of the aggregate amount of its deposits. Two-fifths of said fifteen (15) per cent. shall be cash in the vaults of the bank: Reserve fund—amount.  
*Provided*, that in cities having a population of more than twenty-five thousand (25,000), said reserve shall be twenty (20) per cent. of the aggregate amount of the deposits: Proviso.  
*Provided further*, that savings banks shall have on hand at all times, as a reserve in available funds, an amount equal to at least five (5) per cent. of their aggregate deposits. Proviso.

SEC. 29. The available funds shall consist of cash on hand and balances due from other solvent banks. Cash shall include lawful money of the United States, and exchange for any clearing house association. Whenever the available funds of any bank shall fall below the reserve herein required, such bank shall not make any new loans or discounts otherwise than by discounting or purchasing bills of exchange payable at sight; nor shall such bank make any dividends of its profits until it has on hand the available funds required by this act. What funds to consist of.

SEC. 30. Any bank examiner when appointed by the Corporation Commission, and who has filed such bond as may be required by the Commission, when ordered by said Board, shall have authority to take possession of any bank doing business under the laws of this State and retain possession of said bank for a time sufficient to make a thorough examination into the affairs and financial condition of said bank, and in case it is found by said examiner, upon said examination, that said bank is insolvent or is conducting its business in an unsafe and unauthorized manner, or is jeopardizing the interests of its depositors, then such examiner, when authorized by the Corporation Commission, shall have full power and authority to hold and retain possession of all the money, rights, credits, assets and property of every description belonging to such bank, corporation, partnership, firm or individual whose property has been taken possession of by such examiner, until the Corporation Commission can receive and act on the report made by the examiner of said bank, and have a receiver appointed, for the purpose of Authority of bank examiner.

Proviso.

winding up and settling the affairs of said bank, banking institution or banker, according to law: *Provided*, the Commissioners in their judgment may grant such bank, corporation or individual thirty or sixty days in which to correct any errors or irregularities, and make good any deficiencies or losses shown in such reports or otherwise.

Conflicting laws repealed.

SEC. 31. That all laws and clauses of laws in conflict with this act be and are hereby repealed.

SEC. 32. That this act shall be in force from and after its ratification.

In the General Assembly read three times, and ratified this the 9th day of March, A. D. 1903.

**AN ACT TO REGULATE THE LIABILITY OF STOCKHOLDERS IN BANKS CHARTERED BY THE STATE AND TO FORBID THE LENDING OF MORE THAN TEN PER CENT. OF THE CAPITAL OF SUCH BANK TO ONE PERSON OR CORPORATION.**

(Chapter 298, Laws 1897).

*The General Assembly of North Carolina do enact:*

Stockholders individually responsible.

SECTION 1. The stockholders of every bank or banking association now operating by virtue of any charter or law of North Carolina, or that may hereafter operate by virtue of any charter or law of North Carolina, shall be held individually responsible equally and ratably and not one for another for all contracts, debts and agreements of such association to the extent of the amounts of their stock therein at the par value thereof in addition to the amount invested in such share.

Former exemptions repealed.

SEC. 2. That any such exemption from such liability contained in any bank charter heretofore granted by the General Assembly of North Carolina is hereby repealed.

Total liabilities not to exceed one-tenth of capital.

SEC. 3. The total liabilities to any bank or banking association now operating by virtue of any charter or law of North Carolina or that may hereafter operate by virtue of any charter or law of North Carolina of any person or of any company, corporation or firm for money borrowed, including in the liabilities of a company or firm the liabilities of the several members thereof, shall at no time exceed one-tenth part of the amount of the capital stock of such bank or banking association actually paid in. But the discount of bills of exchange drawn in good faith against actually existing values and the discount of commercial or business paper actually owned by the person negotiating the same shall not be considered as money borrowed: *Provided*, this section shall not apply to banks with a paid-up capital of one hundred thousand dollars or less.

Proviso.

SEC. 4. This act shall be in force from and after its ratification. Ratified the 6th day of March, A. D. 1897.

CHAPTER 7, VOLUME II OF THE CODE, AS AMENDED, RELATING TO BUILDING AND LOAN ASSOCIATIONS.

*Sec. 2294. Associations authorized; deposit with Clerk of Superior Court copy of articles and pay tax. 1869-'70, c. 129, s. 1.*

It shall be lawful for any individuals or persons in any city or county in this State, under any name by them to be assumed, to associate for the purpose of organizing and establishing homestead and building association, and being so associated shall, on complying with this chapter, be a body politic and corporate, and as such shall be capable in law to hold and dispose of property, both real and personal, may have and use a common seal, may choose a presiding and other officers, may enact by-laws for the regulation of the affairs of such corporation, and compel the due observance of the same by fines and penalties, may sue and be sued, plead and be impleaded, answer and be answered in any court in this State, and do all acts necessary for the well ordering and good government of the affairs of such corporation, and shall exercise all and singular the powers incident to bodies politic or corporate: *Provided*, that before any such corporation shall be entitled to the privileges of this chapter, they shall lodge with the Clerk of the Superior Court of the county where such corporation is designed to act, a copy of the articles of association of such corporation, signed by at least seven members and certified by the secretary thereof, to be recorded in the office of such Clerk, and shall pay a tax of twenty-five dollars to said Clerk, which tax shall be paid over by the Clerk to the Treasurer of the county, to the use of the school fund of the county.

Constitution of building and loan associations.

Proviso.

Smith v. B. and L. Asso., 73—372; Buie v. B. and L. Asso., 74—117; Mills v. B. and L. Asso., 75—292; Hanner v. B. and L. Asso., 78—188; Overby v. B. and L. Asso., 81—56; Haskins v. B. and L. Asso., 84—838.

*Sec. 2295. Alterations in articles to be certified and recorded. 1869-'70, c. 129, s. 2.*

Any addition, alteration or amendment of the articles of association of any such corporation shall be signed, certified and recorded as is provided in the preceding section of this chapter.

Amendment to be signed.

*Sec. 2296. Numbers of shares, etc. 1869-'70, c. 129, s. 3.*

Any corporation created under and by virtue of this chapter shall have power to declare in their articles of association the number of shares of which the capital stock of such corporation shall consist, the par value of the same, to limit the number which each stockholder may be allowed to hold, to prescribe the entrance fee to be paid by each stockholder at the time of subscribing, to regulate the instalments to be paid on each share, and the times at which the same shall be paid and payable.

Powers of corporations so organized.

*Sec. 2297. May compel payment of dues. 1869-'70, c. 129, s. 4.*

Dues, fines and forfeitures, etc.

Any such corporation shall have power to issue to each member of such corporation a certificate of the shares of stock held by him, and to enforce the payment of all instalments and other dues due to said corporation from the members or stockholders by such fines and forfeitures as the corporation may, from time to time, provide in the by-laws or articles of association of such corporation.

*Sec. 2298. New members to pay sum sufficient to put them on same footing with original members; may make additional class or classes. 1869-'70, c. 129, s. 5. 1874-'75, c. 78.*

As to new members.

Any person applying for membership or stock in any such corporation after the end of a month from the date of its incorporation may be required to pay on subscribing such sums or assessments as may from time to time be fixed, and assessed in manner as may be provided by said corporation, in order to place such new member or stockholder on like footing with the original members and others holding stock at the time of such application: *Provided*, that any association that has been or may be organized under this chapter shall be authorized and empowered to establish one or more additional class or classes of shares, under such rules, regulations and restrictions for issuing, paying and redeeming the same as to them shall appear expedient and proper, not inconsistent with this chapter or laws of the State.

Proviso.

*Sec. 2299. May make advances to members. 1869-'70, c. 129, s. 6; 1881, c. 365.*

Security for advances.

It shall be lawful for any such corporation, at any time in advance of the time at which such corporation shall cease to exist, according to the plan contained in the articles of association thereof, to advance to any member thereof, for such premium as may be agreed upon, the sum which he would be entitled to receive upon the dissolution thereof, for any number of shares therein held by him, or to purchase from any member the share or shares of stock held by him at such price or sum as according to the articles of association such members may agree to receive, and on payment of said sum of money to receive from such member security as is hereinafter mentioned for the payment by such members to said corporation of the unpaid instalments, to be paid on the share or shares of stock so sold or redeemed, together with interest at the rate of six per cent. per annum on the sum of money so paid or advanced to such member, at such times and under and subject to such fines and penalties for non-payment thereof as may be prescribed by the articles of association of such corporation.

*Sec. 2300. Loans secured by mortgage; proviso. 1869-'70, c. 129, s. 70; 1870-'71, c. 156.*

The payment of the amount loaned and of the unpaid instalments on the share or shares so purchased or redeemed, with interest upon the sum of money paid therefor as aforesaid, at the rate heretofore mentioned, and all fines and penalties incurred in respect thereof by any such member, shall be secured to such corporation by way of mortgage on real or leasehold property or by hypothecation of stock of such corporation held by such member as may be provided in the articles of association of any such corporation: *Provided*, in case of hypothecation of stock no greater sum of money shall at any time be drawn out by any member than shall have already been paid in by him on all his shares at the time of such hypothecation.

Security for loans, etc.

Proviso.

SEC. 2300 (a). That every non-resident building and loan association doing business in this State shall appoint a general agent or attorney, who shall be a citizen and resident of this State, and file a certificate of such appointment with the Auditor of the State, and copies of such certificates of appointment, certified by the said Auditor, shall be received as sufficient evidence of such appointment before any court in this State; and such certificate shall contain a stipulation agreeing that so long as there may be any liability on the part of the applicant under any contract entered into in pursuance of any law of this State, process may be served in the absence of the principal upon such general agent or attorney: *Provided*, that service may be made upon the Auditor of the State, and it shall be his duty in such case to transmit at once a copy of the process to the home office of the association.

To have general agent.

Proviso.

SEC. 2300 (b). Every association doing business under this chapter shall file in the office of the Auditor of the State, on or before the first day of March in each year, in such form as he shall prescribe, a statement of the business standing and financial condition of the applicant on the preceding 31st day of December, signed and sworn to by said principal or by the chief managing agent, attorney or officer thereof, before the Auditor of State or before a commissioner of affidavits of North Carolina or before some notary public.

To file annual statement.

SEC. 2300 (c). Every association doing business under this act shall file in the office of the Auditor of State a copy of the charter, articles of association or other statement showing the mode in which the applicant proposes to do business.

To file copy of charter.

SEC. 2300 (d). It shall be the duty of the Auditor of State to receive and thoroughly examine each annual statement required by this act, and, if made in compliance with the requirements of this act, to publish an abstract of the same in one of the newspapers of the State, to be selected by the general agent or attorney making such statement and at the expense of his principal. The Auditor of State shall be entitled to a fee of \$5, to be paid by the association filing such statement.

Auditor to examine statement.

State Treasurer may revoke license.	SEC. 2300 (e). That if the Auditor of State shall become satisfied at any time that any statements made by any association licensed under this act shall be untrue, or in case a general agent shall fail or refuse to obey the provisions of this act, the Auditor of State shall notify the State Treasurer of such default, and the State Treasurer shall thereupon have power to revoke and cancel such license.
False statement a misdemeanor.	SEC. 2300 (f). It shall be the duty of any person having in his possession or control any books, accounts or papers of any association licensed under this act to exhibit the same to the Auditor of State on demand, and on refusing so to do, or knowingly or wilfully making any false statement in regard to the same, such person shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined or imprisoned, or both, at the discretion of the court.
Penalty for failure to comply.	SEC. 2300 (g). Every general agent or attorney who shall fail or refuse to perform any duty required of him by this act shall forfeit and pay to the Auditor of State \$50 for every such refusal, to be recovered before any justice of the peace at the suit of the said Auditor.
Unlicensed business misdemeanor.	SEC. 2300 (h). Any person who shall solicit or transact any business for or concerning any association not duly licensed as in this act provided shall be guilty of a misdemeanor, and upon conviction thereof shall be fined or imprisoned, or both, in the discretion of the court.
Specified tax.	SEC. 2. That no building and loan association shall be required to pay any tax or license except such as are specified in the "Act to Raise Revenue," passed at this session of the General Assembly.
Classes of stock.	SEC. 2300 (i). That every building and loan association doing business in this State shall be authorized to issue as many classes or series and kinds of stock, including instalment and paid-up stock, as may be provided for in its charter or by-laws.
Rights of borrowers.	SEC. 2300 (j). That any member of such association who shall borrow from it shall have the right at any time to pay off and discharge his loan by paying the amount received by him, including the cost and expenses of making the loan, if the same shall have been deducted therefrom, with interest at the rate of six per cent. per annum on the whole sum received by him to the date of settlement, and all premiums, fines and dues then remaining unpaid. Upon such settlement he shall be credited with only the withdrawal value as fixed by the charter or by-laws of such association of his shares of stock which have not been transferred or assigned to the association by way of or in lieu of premium on the loan. That in case of default by a stockholder who has borrowed from the association and a foreclosure of his mortgage, the amount of his indebtedness to such association shall be ascertained in the manner provided by this act.
As to settlement, etc.	SEC. 2300 (k). That in the settlement provided for in the foregoing sections no account shall be taken of the premiums paid by the borrowing member, but the same shall be deemed the considera-

tion of his being allowed to anticipate the ultimate or par value of his stock by his present use and possession thereof in preference to the other stockholders.

SEC. 2300 (l). That every such association shall have power to charge its shareholders upon the loans to them premiums thereon, to be in gross or by instalments, or on its stock, or by requiring them to carry additional shares of stock, as may be provided in its charter and by-laws. May charge premiums.

SEC. 2300 (m). That nothing herein contained shall prevent the associations from contracting with their borrowing members for the restoration or re-instatement of their stock upon such terms as may be agreed upon. Contracts.

SEC. 2300 (n). That any contract made by any foreign association with any citizen of this State shall be deemed and considered a North Carolina contract and shall be [so] constructed [construed] by all the courts of this State according to the laws thereof. North Carolina contracts.

SEC. 2300 (o). Every such association may borrow money for the purpose of making loans and advances to its members. Loans and advances.

SEC. 2300 (p). That all laws and clauses of laws in conflict with this act are hereby repealed only so far as they are in conflict therewith. Conflicting laws repealed.

SEC. 2300 (q). If at any time the State Auditor shall have good reason to think that the standing and responsibility of any building and loan association or company doing this business in this State of a doubtful character, it shall be his duty to examine and investigate everything relating to the business of such company, and to that end he is hereby authorized to appoint a suitable and competent person to make such investigation, who shall file with the Auditor a full report of his finding in such case. Auditor may examine.

SEC. 2300 (r). The expenses and cost of examination provided for in the preceding section shall be defrayed by the company or association subjected to investigation, and each company or association doing business in this State shall stipulate, in writing, to be filed with the State Auditor, that it will pay all reasonable cost and expenses of such examination when it shall become necessary. Company to pay expenses.

SEC. 2300 (s). It shall be unlawful for any person to solicit business or act as agent for any building and loan association or company in this State without having procured from the State Auditor a certificate that such association or company for which he offers to act is duly licensed by the State to do business for the current year in which such person solicits business or offers to act as agent. The State Auditor shall be entitled to a fee of fifty cents for issuing each such certificate, to be paid by the company for which the same is issued. Any person violating this section shall be guilty of a misdemeanor. License for business.  
Fees.

NOTE.—The power conferred on the Auditor of the State in the foregoing acts is revoked, and all of such powers are conferred on the North Carolina Corporation Commission by chapter 164, Laws of 1899.

## AN ACT RELATING TO SERVICE OF PROCESS ON CORPORATIONS.

(Chapter 5, Laws 1901).

*The General Assembly of North Carolina do enact:*Corporations to  
have agents.

SECTION 1. That every corporation having property and doing business in this State, whether incorporated under its laws or not, shall have an officer or agent in this State, upon whom process in all actions or proceedings against it can be served.

To file appoint-  
ment with Com-  
mission.

SEC. 2. It shall be the duty of any corporation having no officer or agent in this State upon whom process can be served to appoint a resident of this State for the purpose of receiving service of such process, the appointment to be made in writing, under the seal of the corporation, and filed with the Corporation Commission; and if any corporation shall fail to comply with the provisions of this act within sixty days after its ratification, then and in that case process in any action or proceeding against such corporation may be served upon the secretary of the Corporation Commission by leaving a true copy thereof with him, and the secretary of said Commission shall mail the said copy to the president, secretary or other officer of the corporation upon whom, if residing in this State, service could be made; and for the service to be performed by the said secretary he shall receive a fee of fifty cents, to be paid by the party at whose instance the service is made.

Failure.

Fees.

Forfeiture of  
charter.

SEC. 3. That any corporation failing to comply with the provisions of this act shall be liable to a forfeiture or repeal of its charter, or to the revocation of license to do business in this State, as the case may be, and the Corporation Commission shall report to the General Assembly the name of such delinquent corporation.

Record.

SEC. 4. The Corporation Commission shall keep a record of appointments of agents by corporations under this act, which record shall be open to the inspection and examination of any and all persons.

SEC. 5. This act shall take effect and be in force from and after its ratification.

In the General Assembly read three times, and ratified this the 15th day of March, A. D. 1901.

AN ACT TO AUTHORIZE THE INCORPORATION OF STREET RAILWAY COMPANIES  
UNDER THE GENERAL LAW.

(Chapter 6, Laws 1901).

*The General Assembly of North Carolina do enact:*Organization of  
street railways.

SECTION 1. That street railway companies may be organized under chapter sixteen of The Code. But no such railway shall be operated in any city or town without the consent of the municipal authorities thereof.

Condemnation  
proceedings.

SEC. 2. That the proceedings for the condemnation of lands, or any easement or interest therein, for the use of street railway companies,

the appraisal of lands or interest therein, the duties of the commissioners of appraisal, the right of either party to file exceptions, the report of commissioners, the manner of appeal, the power and authority of the court or judge, the final judgment and the manner of its entry and enforcement, and the rights of the company pending the appeal, shall be as prescribed in chapter forty-nine of The Code for condemning lands for the use of railroads.

SEC. 3. That section 1952 shall not apply to street railway companies. Section 1952 not applicable.

SEC. 4. That this act shall be in force from and after its ratification.

In the General Assembly read three times, and ratified this 29th day of January, A. D. 1901.

#### AN ACT TO REQUIRE CITY AND STREET RAILWAY COMPANIES TO USE VESTIBULE FRONTS AND FENDERS ON THEIR CARS.

(Chapter 743, Laws of 1901).

*The General Assembly of North Carolina do enact:*

SECTION 1. That all city and street passenger railway companies be and they are hereby required to use vestibule fronts, of frontage not less than four feet, on all passenger cars run, manipulated or transported by them on their lines during the latter half of the month of November and during the months of December, January, February and March of each year: *Provided*, that said companies shall not be required to close the sides of said vestibules: *And provided further*, that said companies may use cars without vestibule fronts in cases of temporary emergency, in suitable weather, not to exceed four days in any one month within the period herein prescribed for use of vestibule fronts. Any city and street railway company refusing or failing to comply with the requirements of this section shall be subject to a fine of not less than ten dollars or more than one hundred dollars for each day. The North Carolina Corporation Commission is hereby authorized to make exemptions from the provisions of this section in such cases as in their judgment the enforcement of this section is unnecessary.

Street railways to use vestibule fronts.  
Proviso.  
Proviso.  
Penalty for failure.  
Exemptions.

SEC. 2. That all city and street passenger railway companies be and are hereby required to use practical fenders in front of all passenger cars run, manipulated or transported by them, and any company refusing or failing to comply with said requirement shall be subject to a fine of not less than ten dollars or more than one hundred dollars for each day. The North Carolina Corporation Commission is hereby authorized to make exemptions from this provision of this section in such cases as in their judgment the enforcement of this section is unnecessary.

To use fenders.

SEC. 3. That this act shall be in force from and after the first day of April, 1901.

In the General Assembly read three times, and ratified this the 15th day of March, A. D. 1901.

AN ACT TO ALLOW RAILROAD COMPANIES TO FILE PETITIONS AS TO RATE OF SPEED OF TRAINS IN CITIES AND TOWNS IN WHICH ORDINANCE REGULATING SPEED OF TRAINS IS THOUGHT TO BE UNNECESSARY.

(Chapter 552, Public Laws 1903).

*The General Assembly of North Carolina do enact:*

Privileges granted  
to railroads.

SECTION 1. That if any railroad company shall be of the opinion that an ordinance of a city or town through which a line of its railroad passes, regulating the speed at which trains may run while passing through said city or town, is unreasonable or oppressive, the said railroad company may file its petition before the North Carolina Corporation Commission, setting forth all the facts and asking relief against said ordinance, and that the said Corporation Commission prescribe the rate of speed at which trains may run through said municipality. Upon the filing of said petition a copy thereof shall be mailed, in a registered letter, to the mayor or chief officer of said town or municipality, together with a notice from the said Corporation Commission, setting forth that on a day named in said notice the petition of the railroad company would be heard, and that the city or town named in said petition could be heard at that time in opposition to the prayer of said petition. And upon the return day of said notice the Corporation Commission shall hear said petition: *Provided*, that any hearing granted by the Corporation Commission, as authorized by this act, shall be had at the town, city or locality where the conditions complained of are alleged to exist, or some member of the said Commission shall take evidence both for petitioners and against, at such city, town or locality, and report to the full Commission before any decision is made by the Commission.

Proviso.

Proceedings for  
hearing, etc.

SEC. 2. Either party, petitioner or respondent, shall have the right to introduce testimony and to be heard by counsel, and the Corporation Commission, after hearing said petition, answer, evidence and argument, shall render judgment thereon. If the Commission shall find that the said ordinance is reasonable and just, the petition shall be dismissed and the petitioner shall pay all the costs, to be taxed by the secretary to the Corporation Commission. If the Corporation Commission shall be of the opinion that the ordinance is unreasonable it shall so adjudge, and in addition thereto it shall prescribe the maximum rate of speed for passing through said town. And thereafter the railroad company may run its train through said town or city at a speed not greater than that prescribed by said Corporation Commission, and the ordinance adjudged to be unreasonable shall not be enforced against said railroad company.

Payment of  
costs, etc.

SEC. 3. If the judgment of the Corporation Commission shall be in favor of the petitioner it shall be lawful for the Corporation Commission to make such order as to the payment of the costs as shall seem just. It may require either party to pay the same or it may divide the same. And it shall have power to make any such order concerning the same as may best subserve the ends of justice and

equity. The costs in such proceeding shall be the same as one fixed by law for similar services in the Superior Court.

SEC. 4. The Corporation Commission shall have power to make all Rules, such rules of practice and procedure and to prescribe all such forms as it may deem necessary or helpful in carrying into effect the purposes of the act: *Provided*, that this act shall not apply to Rocking- ham, Cumberland and Wayne counties. Proviso.

SEC. 5. That this act shall be in force and effect from and after July 1, 1903.

In the General Assembly read three times, and ratified this the 6th day of March, 1903.

# An Act to Amend an Act to Provide for the Assessment of Property and the Collection of Taxes.

(Chapter 251, Public Laws 1903).

*The General Assembly of North Carolina do enact:*

Amendment of former act.

That chapter 7 of the Public Laws of 1901 be amended so as to read as follows:

## ARTICLE I.

### BOARD OF STATE TAX COMMISSIONERS.

#### SECTION 1. *Board of Corporation Commissioners created Board of State Tax Commissioners.*

Corporation Commission created a Board of State Tax Commissioners.

In addition to the duties imposed upon the Board of Corporation Commissioners by the act creating said Board, they are hereby created a Board of State Tax Commissioners, with powers and duties prescribed under this act.

#### SEC. 2. *Board may employ clerks, etc.*

Board may employ clerks, etc.

Term of office.

Records to be kept. Duties of Clerk of Corporation Commission.

Said Board may employ such clerks as in their judgment they may deem necessary to put into proper execution the provisions of this act. The persons so elected shall hold office during the pleasure of said Board, and a record of all the proceedings of said Board shall be kept, which record, with all other papers or proceedings of said Board, shall be a part of the record of the Board of Corporation Commissioners, and of which the clerk of said Board of Corporation Commissioners shall be the lawful custodian, and, when the Board is not in session, shall also have oversight of the clerical force and have performed such duties as are directed by the Board. The sum of fifteen hundred dollars, or so much thereof as may be necessary, is hereby appropriated for the payment of the salaries of said office force and additional work to said Board.

Appropriation for salaries of clerks, etc.

#### SEC. 3. *Members of Board to take oath of office; compensation of members of Board.*

Members of board to take oath of office. Compensation.

Shall devote whole time to discharge of official duties. To be paid necessary expenses.

The members of said Board shall take and subscribe the constitutional oath of office, to be filed with the Secretary of State. The members of said Board shall receive an annual salary of five hundred dollars in addition to their salary as Corporation Commissioners, and shall devote their whole time to the discharge of the duties of their office, and they shall also receive their necessary expenses in the performance of their duties, both to be audited and allowed by the State Auditor and paid monthly by the State Treasurer out of the general fund.

SEC. 4. *Place of meeting of Board; shall have access to books, papers, etc., with power to subpoena and examine witnesses.*

Regular session of said Board shall be held at the office of said Board in the city of Raleigh. The said Board and the members thereof shall have access to all books, papers, documents, statements and accounts on file or of record in any of the departments of State, subject to the rules and regulations of the respective departments relative to the care of the public records. It shall have like access to all books, papers, documents, statements and accounts on file or of record in counties, townships and municipalities. Said Board shall have the right to subpoena witnesses, upon a subpoena signed by the chairman of said Board, directed to such witnesses, which subpoena may be served by any person authorized to serve subpoenas from courts of record in this State, and the attendance of witnesses may be compelled by attachment to be issued by any Superior Court in the State upon proper showing that such witness has been properly subpoenaed and has refused to obey such subpoena. The person serving such subpoena shall receive the same compensation now allowed to sheriffs and other officers for serving subpoenas. Said Board shall have power to examine witnesses under oath, said oath to be administered by any member of said Board or by the secretary thereof. Said Board shall have the right to examine books, papers or accounts of any corporation, firm or individual owning property liable to assessment for taxes, general or specific, under the laws of this State, and any officer or stockholder of any such corporation, any member of any such firm or any person or persons who shall refuse to permit such inspection or neglect or fail to appear before said Board in response to its subpoena, or testify, as provided for in this section, shall be deemed guilty of a misdemeanor and shall be punished by a fine not exceeding one thousand dollars or by imprisonment in the State's Prison for a period not exceeding two years, or both such fine and imprisonment, in the discretion of the court.

Place of meeting, etc.  
Shall have access to books, papers, etc., in any State department.

Like access to books, papers, etc., in counties, etc.  
Witnesses, how subpoenaed.

Compelling attendance.

Service of subpoenas; compensation.  
Examination of witnesses.

Examination of books, papers, etc.

Penalty.

SEC. 5. *Time for holding regular meetings; chairman may call special meetings.*

Said Board shall hold regular meetings on the first Tuesday of March, June, July, August, September and October of each year, unless said dates are changed by order of the Board, of which changes due notice shall be given, and may hold adjourned sessions as may be deemed necessary by it for the proper performance of the duties devolving upon said Board. The chairman may call special sessions of the Board whenever and wherever in the State he may deem it advisable so to do, and shall call such special sessions upon the written request of two members.

Time for holding regular meetings.

Chairman may call special meetings.

SEC. 6. *Duties of the Board.*

It shall be the duty of the Board:

(1) To have and exercise general supervision over the tax listers and assessing officers of this State, and to take such measures as will

Duties of the board:  
1. General supervision over tax listers and assessing officers.

secure the enforcement of the provisions of this act, to the end that all the properties of this State liable to assessment for taxation shall be placed upon the assessment rolls and assessed at their true value in money.

2. To advise assessing officers as to their duties, etc. To enforce penalties, etc.; to prefer charges, etc.

Assistance of Attorney-General, etc.

(2) To confer with and advise assessing officers as to their duties under this act, and to institute proper proceedings to enforce the penalties and liabilities provided by law for public officers, officers of corporations and individuals failing to comply with this act; to prefer charges to the Governor against assessing and taxation officers who violate the law or fail in the performance of their duties in reference to assessments and taxation; and in the execution of these powers the said Board may call upon the Attorney-General or any prosecuting attorney in the State to assist said Board.

3. To receive and investigate complaints. To correct irregularities.

(3) To receive complaints as to property liable to taxation that has not been assessed or has been fraudulently or improperly assessed, and to investigate the same and to take such proceedings as will correct the irregularity complained of, if found to exist.

4. Each county to be visited annually. Securing of information. Enforcement of law.

(4) To see that each county in the State be visited by at least one member of the Board as often as once a year, to the end that all complaints concerning the law of assessment and taxation may be heard; that information concerning its workings may be collected; that all assessing and taxation officers comply with the law and all violations thereof be punished, and that all proper suggestions as to amendments and changes may be made.

5. To require reports, etc., from officials. Contents of reports. Certain misconduct by officials a misdemeanor.

(5) To require from any register of deeds, clerks of courts, mayors and clerks of towns or any other officer in this State, on forms prescribed by said Board of State Tax Commissioners, such annual or other reports as shall enable said Board to ascertain the assessed valuations of all property listed for taxation throughout the State under this act, the amount of taxes assessed, collected and returned delinquent, and such other matter as the Board may require, to the end that it may have complete and statistical information as to the practical operation of this act; that every such officer mentioned in this section who shall wilfully neglect or refuse to furnish any report required by the Commission for the purposes of this act, or who shall wilfully and unlawfully hinder, delay or obstruct said Commission in the discharge of its duties, shall forfeit and pay one hundred dollars for each offense, to be recovered in an action in the name of the State. A delay of ten days to make and furnish such report shall raise the presumption that the same was wilful.

Penalty.

6. To investigate laws of other States. To make recommendations to General Assembly.

(6) To make diligent investigation and inquiry concerning the revenue laws and systems of other States and countries, so far as the same is made known by published reports and statistics and can be ascertained by correspondence with officers thereof, and, with the aid of information thus obtained, together with experience and observation of our own laws, to recommend to the Legislature at each regular session thereof such amendments, changes or modifications of our revenue laws as seem proper and necessary to remedy injus-

tice and irregularities in taxation, and to facilitate the assessment and collection of public revenues.

(7) To further report to the Legislature at each regular session thereof, or at such other times as the Legislature may direct, the whole amount of taxes collected in the State for all purposes, classified as to State, county, township and municipal purposes, with the sources thereof; the amount lost; the cause of the loss; the proceedings of said Board, and such other matters of information concerning the public revenues as it may deem of public interest.

7. To report to Legislature amount of taxes collected for all purposes. Report, what to contain, etc.

SEC. 7. *Board to make annual report to the Governor.*

The Board of State Tax Commissioners shall, on or before the first day of November of each year, make an annual report to the Governor of this State, setting forth the workings of said Commission during the preceding year, and containing the findings and recommendations of said Commission in relation to all matters of taxation. The State Auditor shall cause two thousand copies of said report to be printed on or before the first day of December succeeding the making of said report. Five hundred copies of said report shall be placed at the disposal of the State Librarian for distribution and exchange, and a copy of said report shall be forwarded by said Tax Commission to each member of the General Assembly as soon as printed.

To make annual report to Governor on or before November 1st. Contents of report.

State Auditor to print.

Distribution.

SEC. 8. After the various tax lists required to be made under this act shall have been passed upon by the County Board of Equalization the said several tax lists shall be subject to inspection by the said Board of State Tax Commissioners or by any member thereof; and in case it shall appear or be made to appear to said Board that property subject to taxation has been omitted from said list or individual assessments have not been made in compliance with law, the said Board may issue an order directing the assessor or lister whose assessments or failure to assess are complained against to appear with his tax list at a time and place to be stated in said order, said time to be not less than seven days from the date of issuance of said order, and the place to be at the office of the Board of County Commissioners at the county-seat or such other place in said county in which said roll was made as said Board shall deem most convenient for the hearing herein provided for. A notice of the time and place that said assessor or lister is ordered to appear with said list shall be published in a newspaper published at the county-seat in said county, if there be one; if not, in some paper printed in said county, if there be any, at least five days before the time at which said assessor or lister is required to appear, and personal notice shall be given by mail to said persons whose property or whose assessments are to be considered at least five days prior to said hearing. A copy of said order shall also be served upon the tax officer in whose possession said list shall be at least three days before he is required to appear with said list. The said Board or any member thereof shall appear at the time and place mentioned in said order, and the assess-

Inspection of tax lists.

Duties in case of improper assessment, etc.

List taker to appear. Time and place.

Notice.

Publication.

Notice by mail.

Copy of order, on whom served.

Board or member thereof to appear.	ing or listing officer upon whom said notice shall have been served shall appear also with said tax list. The said Board or any member thereof, as the case may be, shall then and there hear and determine as to the proper assessments of all property and persons mentioned in said notice, and persons affected or liable to be affected by the review of said assessments thus provided for may appear and be heard at said hearing. In case said Board or the member thereof who shall act in said review shall determine that the assessments so reviewed are not assessed according to law, he or they shall, in a column provided for that purpose, place opposite said property the true and lawful assessment of the same. As to the property not on the tax list, the said Board or member thereof acting in said review shall place the same upon said tax list by proper description, and shall place thereafter in the proper column the true cash value of the same. In case of review under this section, the said Board or the member thereof acting in said review shall certify under his hands officially and spread upon said list a certificate of the day and date at which said tax list was reviewed by him and the changes made by him therein. For appearing with said list as required herein the tax officer shall receive the same pay per diem as is received by him in the preparation of the tax list to be presented to and paid by the proper officers of the county or municipality of which he is the assessing officer in the manner as his other compensation is paid. The action of said Board or member taken as provided in this act shall be final.
Review of assessments. Duties and powers.	
Re-assessment.	
Unlisted property to be listed and assessed.	
Officially certified.	
Compensation of tax officer.	
Payment of same.	
Action final.	

SEC. 9. *Board may order general review of tax list.*

When board may order general review of tax list.	In case it shall appear or be made to appear to said Board that any tax list in the State is so grossly irregular and unlawfully assessed that adequate compliance with the law cannot be secured except by a general review of said tax list, said Board may make and issue an order that said tax list shall be subject to general review, and the time and place shall be stated in said order, at which said list shall be reviewed, and under said order the assessor whose assessment or failure to assess is complained against shall be required to appear with his tax list at the time and place thus determined, said time to be not less than fourteen days from the issuance of the order, and the place to be at the office of the Board of County Commissioners at the county-seat or such other place in said county in which said list was made as said Board shall deem most convenient for the hearing herein provided for. A notice of the time and place that said assessor is required to appear with said list, together with a statement that said list will be subjected to general review and that all persons interested therein may be heard at said time, shall be published in a newspaper published at the county-seat of said county, if there be one; if not, in some newspaper printed in said county, if there be any, at least seven days before the time at which said assessor is required to appear. A copy of the order made as
Time and place.	
Assessor to appear.	
Place.	
Notice.	
Publication of notice.	

aforesaid shall be served upon the tax officer in whose possession said list shall be, at least three days before he is required to appear with said list. The said Board or any member thereof shall appear at the time and place mentioned in said order and the tax officer upon whom said notice shall have been served shall appear also with said tax list. The said Board or any member thereof, as the case may be, together with the chairman of the Board of County Commissioners, shall then and there review said tax list and the assessment of property therein, and he or they shall have power to determine in accordance with law the amount at which said assessment shall be placed, and to change the same so that said assessments may comply with the law. Also to place upon said list property omitted therefrom in the same manner as provided in the last preceding section. The determination of said Board or members thereof acting in said review shall be placed in a column provided for that purpose, and they or he shall proceed in all respects as provided in the last preceding section, and the tax officer shall receive the same compensation as provided in said section.

Service of order on tax officer.

Board or member thereof to appear.

To act with chairman board of county commissioners.  
Review of tax list.

To list omitted property.

Procedure.

Compensation of tax officer.

SEC. 10. If it shall appear to said Board at any time that any property liable to taxation has not been assessed for any previous year as hereinafter provided, the said Board shall report the same to the proper assessing officer, and the same shall be listed for taxation upon the next tax list that shall be made, and shall be valued as all other property. The said Board shall further certify to the Board of County Commissioners of the several counties at the October session thereof next after said property shall then be listed for taxation, and said Board of County Commissioners shall ascertain the rate of taxation for said several years, and shall order the taxes for said several years to be entered against said property upon the valuation for the then current year, and the same shall be so entered in a column provided for that purpose, and it shall constitute a charge against the person or property, and be collected as other taxes: *Provided, however*, that this provision shall not be deemed to relate back prior to the going into effect of this act: *Provided further*, that in case of change of ownership of the property omitted, said taxes shall not be entered against said property prior to the last change of ownership.

Unassessed property to be ordered placed on tax lists.

Valuation.

To be certified to board of county commissioners.

Rate of taxation.

Proviso: Limit as to going into effect of this act.

Proviso: Change of ownership.

## ARTICLE II.

SEC. 11. *Commissioners shall have power to exempt; sheriff to garnishee if taxes are not paid in sixty days; form of attachment.*

The Board of Commissioners of the several counties shall have power to exempt any person from the payment of poll tax on account of poverty and infirmity; and when any such person has been once exempted he shall not be required to renew his application unless the Commissioners shall revoke the exemption. When such exemption shall have been made, the clerk of the Commissioners shall furnish the person with a certificate of such action, and the person to whom

Board of county commissioners may exempt from payment of poll tax. Person exempted not required to renew application. Certificate of exemption.

Poll-tax, failure to pay.	<p>it was issued shall be required to list his poll, but upon exhibition of such certificate the list-taker shall annually enter in the column intended for the poll the word "Exempt," and the poll shall not be charged in computing the list. If any poll tax or other tax shall not be paid within sixty days after the same shall be demandable, it shall be the duty of the sheriff, if he can find no property of the person liable sufficient to satisfy the same, to attach any debt or other property incapable of manual delivery, due or belonging to the person liable, or that may become due before the expiration of the calendar year, and the person owing such debt or having such property in possession shall be liable for said tax. Any corporation, firm or person who shall, on demand or request made, refuse to give to the tax collector of any county, city or town a list giving the names of all persons employed by them who are liable for tax shall be guilty of a misdemeanor. For the purpose of carrying into effect the provisions of this section the following form shall be used as an attachment, viz.: To A. B. ....: Take notice that this is to attach any debt that is now due or may become due to C. D., a delinquent in his poll (or property)* tax for the year of nineteen hundred and ....., and you are hereby summoned to appear before E. F., an acting justice of the peace for ..... County, and disclose any indebtedness which is or may be due said delinquent by you during the present calendar year, and to show cause why judgment should not be rendered against you for said delinquent tax and costs of this proceeding. .... day of ....., 190.. A. B., Sheriff, or Tax Collector.</p>
When sheriff to attach.	
Failure to furnish list of employees a misdemeanor.	
Form of attachment for debt due delinquent.	
Fees.	<p>For serving notice the sheriff shall receive twenty-five cents, and if judgment is rendered the justice shall receive twenty-five cents as costs.</p>
County commissioners to appoint board of list-takers, when.	<p>SEC. 12. <i>Commissioners to appoint Board of List-takers and Assessors; shall assess property at its true value in money; shall elect secretary and chairman.</i></p> <p>The Board of Commissioners of each county shall, at their session held in the month of April, one thousand nine hundred and three, and every fourth year thereafter, appoint three discreet freeholders in each township, who shall be known as the Board of List-takers and Assessors, and who shall list and assess the real and personal property in said township for taxation. The Board of List-takers and Assessors shall ascertain the true value in money of all personal property and every tract or parcel of land or other real estate, with the improvements thereon, and assess the same in accordance with said valuation. Said Board of List-takers and Assessors shall meet at some place in their respective townships on or before the first Monday in May and elect one of their members chairman and one of their members secretary. The person elected secretary of the Board shall be list-taker and shall receive the lists of all persons subject to taxation. He shall perform all the clerical work required</p>
Duties of board of list-takers and assessors.	
Meeting.	
Chairman and secretary. Duties of secretary.	

of the Board of List-takers and Assessors. The Board is hereby authorized and empowered to administer oaths in all cases necessary to obtain full and correct information concerning any taxable real and personal property in their respective townships, so as to secure a proper assessment of said property. The assessment when made shall be in force for four years, or until altered as provided by this act by reason of structure improved, erected or destroyed.

Assessment in force for four years, unless altered.

SEC. 13. *Real property to be assessed at its true value in money.*

Real property shall be valued by the assessors either from actual view or from the best information that the assessors can practically obtain, according to its true value in money. In determining the value the assessors shall consider, as to each piece, its advantage or disadvantage of location, quality of soil, quantity of standing timber, water privileges, mines, minerals, quarries or other valuable deposits known to be available therein, and their value.

Real property to be valued from actual view or on best information, according to its true value in money. What to be considered.

SEC. 14. *All articles of personal property to be assessed at their true value in money.*

All articles of personal property shall, as far as practicable, be valued by the assessors according to their true value in money; and after arriving at the total valuation of all articles of personal property which they shall be able to discover as belonging to any person, if they have sufficient evidence upon which to form a belief that such person has other personal property consisting of money, credits, debts due or to become due, or any other thing of value liable to taxation, they shall report the fact to the Board of County Commissioners, who shall have power to take such action as may be necessary to get said property on the tax list.

Assessment of personal property according to its true value in money. Concealment of property reported to county commissioners for necessary action.

SEC. 16. *Tax Commissioners to prepare instructions for assessors and listers.*

It shall be the duty of the Tax Commissioners, at least thirty days previous to the date fixed for listing taxes, to prepare a pamphlet for the instruction of tax assessors. Said pamphlet shall, in as plain terms as possible, explain the proper working of the tax laws of the State, and shall call particular attention to any points in the administration of the laws which have seemed to be overlooked or neglected. They shall advise the assessors of the practical working of the laws, and explain any points which seem to be intricate and upon which assessors may differ. Copies of said pamphlet shall be sent to the register of deeds of each county, whose duty it shall be to see that each assessor and tax-lister is furnished with a copy.

Board of tax commissioners to prepare pamphlet of instructions for use of assessors, etc. What to contain.

To advise assessors.

Copies sent to register of deeds for distribution.

RULES OF PRACTICE  
IN  
CASES AND PROCEEDINGS  
BEFORE THE COURT OF THE NORTH CAROLINA  
CORPORATION COMMISSION.

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PUBLIC SESSIONS.

1. The general sessions of the court for the hearing of contested cases will be held at its office in the agricultural building, Raleigh, N. C., on the first Wednesday of each month at 11 o'clock a. m. When special sessions are held at other places such regulations as may be necessary will be made by the court.

PARTIES.

2. Where a complaint concerns anything done or omitted to be done by only a single carrier no other need be made a party, but if it relates to joint tariffs, or matters in which two or more carriers doing business under a common control, management or arrangement for a continuous carriage or shipment are interested, all the carriers constituting such line must be made parties. A complaint may embrace several carriers, or lines of carriers, operated separately, in the same proceeding, when the subject-matter of the complaint involves substantially the same alleged violation of the law by the several carriers or lines. Persons or carriers not parties may apply, in any pending case or proceeding, for leave to intervene and to be heard upon the questions involved.

GENERAL RULES.

PROCEEDINGS BEFORE THE COURT.

3. All petitions and complaints made before the court for redress of alleged grievances, must plainly and distinctly set forth the grounds of complaint; the items being numbered and objections all set forth in writing. In like manner all defences must be distinctly set forth in writing, and the items numbered as above stated. These specifications, whether of complaint or defence, may be accompanied, if the parties desire, by an explanation or argument, or by any suggestion as to the proper remedy or policy, and may be verified by the affidavit of the party complaining or petitioning, taken before any person authorized to administer oaths in North Carolina, and when the complaint or petition is verified, then the answer thereto shall be verified, and the verification shall conform to the rules prescribed in The Code of North Carolina for the verification of pleadings. The parties may also be heard in person or by attorney, or by written argument, upon such written statement being first filed.

4. If a carrier complained against shall deem the complaint insufficient to show a breach of legal duty, it may, instead of filing an answer, serve on the complainant notice for a hearing of the case on the complaint; and in case of the service of such notice, the facts stated in the complaint will be taken as admitted. A copy of the notice must at the same time be filed with the court. The filing of an answer will not be deemed an admission of the sufficiency of the complaint, but a motion to dismiss for insufficiency may be made at the hearing.

#### SERVICE OF PAPERS.

5. Copies of notices or other papers must be served upon the opposite parties to the proceeding, personally or by mail, and when any party shall have appeared by attorney, the service upon the attorney shall be deemed proper service upon the party. If party so notified shall fail to answer within ten days after such notice, then the court in its discretion may grant the relief demanded.

#### AMENDMENTS.

6. Upon application by any petitioner or party, amendments may be allowed by the court, in its discretion, to any petition, answer, or other pleading in any proceeding before the Commission.

#### ADJOURNMENT AND EXTENSION OF TIME.

7. Adjournment and extension of time may be granted upon the application of parties in the discretion of the court.

#### STIPULATIONS.

8. Parties to cases and proceedings before the court may, by stipulation, duly signed by them and filed with the secretary, agree upon the facts, or any portion of the facts, they deem to be involved in the controversy, which agreed statement shall be regarded and used as evidence. It is desirable that the facts be thus agreed upon whenever practicable.

#### HEARINGS.

9. Upon issue being joined by the service of answer, the court will assign a time and place for hearing the same which will be at its office in Raleigh, N. C., at its regular session, unless otherwise ordered. Witnesses will be examined orally before the court, unless testimony be taken or facts agreed upon as otherwise provided in these rules. The petitioner or complainant must in all cases prove the existence of the facts alleged to constitute a violation of the act, unless the carrier complained of shall admit the same, or shall fail to answer the complaint. Facts alleged in the answer must also be proved by the carrier, unless admitted by the petitioner. In cases of failure to answer, the court will take such proof of the charge as may be deemed reasonable and proper, and make such order thereon as the circumstances of the case appear to require.

#### WITNESSES AND DEPOSITIONS.

10. Subpœnas requiring the attendance of witnesses will be issued by any member of the court in all cases and proceedings before it, and witnesses will

be required to obey the subpoenas served upon them requiring their attendance or the production of any books, papers, tariffs, contracts, agreements or documents relating to any matter under investigation or pending before the court. When a subpoena is desired for the production of books, papers or other documentary evidence, special application must be made to the court therefor, specifying the documentary evidence desired. When a cause is at issue on petition and answer, each party may proceed at once to take depositions of witnesses in the manner provided by section 1357 of The Code of North Carolina, and transmit them to the secretary of the commission without making any application to or obtaining any authority from the court for that purpose.

#### PROPOSED FINDINGS OF FACT.

11. Upon the final submission of a case to the court either party may submit proposed findings of fact for the consideration of the court, which findings must embrace only the material facts of the case supposed to be established by the testimony.

#### REPORTS.

12. Each railroad company doing business within the State of North Carolina shall file in the office of the court quarterly reports showing in detail statement of freight and passenger earnings, operating expenses, etc., on such forms as may be prescribed from time to time by the court.

#### STANDARD FREIGHT AND PASSENGER TARIFFS.

##### STANDARD PASSENGER TARIFF.

	<i>First Class.</i>	<i>Second Class.</i>
Twelve years and older.....	3¼c. per mile.	2¾c. per mile.
Over 5 and under 12 years of age.....	One-half first-class fare.	

##### RULES GOVERNING TRANSPORTATION OF PASSENGERS.

1. Each passenger shall be entitled to baggage not exceeding one hundred and fifty pounds.

2. No more than the schedule of passenger rates shall be charged where the ticket office at any station shall not have been open for a reasonable time before the departure from a station of the train upon which the passenger intends to be transported.

3. At junction points, where the incoming trains arrive so near the leaving time of the out-going train that it is not practicable for a passenger to procure a ticket, no more than the schedule of passenger rates shall be charged.

4. Railroad companies are authorized to collect the exact mileage for passenger fares if they shall make the necessary change to enable them to do so; but if not, no more than the nearest amount ending in 5 or 0 shall be charged.

5. No railroad company shall be allowed to charge more than ten cents for full or half-rate between regular stations when the fare would be less than that amount: *Provided*, where the distance is not greater than two miles or under the maximum charge for first-class tickets shall be ten cents, and five cents for second-class tickets.

6. No more than the standard passenger tariff shall be charged passengers from flag stations or other stations where tickets are not kept on sale.

7. When, in consequence of the uncertain time of arrival or departure of a delayed train, it is impracticable for tickets to be purchased, no more than the regular standard passenger rate shall be charged.

8. Passengers unprovided with tickets, when opportunity has been afforded them by the railroad companies to procure the same, may be required by the railroads to pay to the conductor twenty-five cents excess of the fare upon receiving from the conductor a drawback ticket for twenty-five cents, which shall be cashed upon presentation at any ticket office of the company within twenty days after date.

9. The Commission will consider applications for an advance or reduction in the standard tariff for the transportation of passengers, but no change of rates shall be of effect or put in force until ratified by the Commission: *Provided*, that this rule shall not be construed as placing any restriction on the privilege of railroad companies to make special rates on excursion trains, or to issue what are called "commutation or mileage tickets": *Provided*, no unjust discrimination is practiced.

10. Tickets on sale at any office in a city must be kept on sale at the depot ticket-office of the same railroad at the same prices.

11. That all connecting railroads which are under the management and control by lease, ownership or otherwise, of one and the same company, or at connection with a different company, shall be required to make close connection whenever practicable.

12. Railroad companies in computing passenger rates between stations where fractions of a mile are to be considered, will calculate for the nearest even number of miles. Example: For a distance of 10.49 miles or under, charge for ten miles; for 10.50 miles or over, charge for eleven miles, and so on.

13. It shall be the duty of each railroad company to bulletin at every telegraph station along its line, and other stations if possible, ten minutes in advance of the schedule time of arrival of its trains, whether such train is on time and if behind its schedule time to state, as near as can be approximated, the time of its arrival. The bulletin board shall be placed in a conspicuous place at the ticket office, and all notices thereon of arrival and departure of trains shall be erased immediately after the departure of trains.

14. On all mixed trains, carrying passengers, where two coaches are attached, first and second-class tickets must be sold.

Where only one coach is attached, only second-class rates shall be charged, unless the coach has separate apartments, then first and second-class rates may be charged.

15. That all common carriers subject to the supervision of the Railroad Commission shall provide such means or appliances as may be necessary to secure the careful handling of and to prevent injury to any parcel of baggage to which a check may be affixed, as provided in section 1970 of The Code.

That at all minor stations, where no proper appliances are supplied, and no regular depot hand is employed, the train hands shall be required to assist the baggage-master, and lift with care all baggage from the car-doors.

16. All railroad companies, in addition to the usual bell-cord, shall place a

safety-cord in each coach of the regular passenger trains, running through the entire length of the same.

17. It shall be the duty of the Pullman Car Company, at all stations, on the stopping of trains, to have the doors of their cars open for the reception of passengers and require the porter to have a step ready for the convenience of passengers desiring to enter.

#### RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

1. All connecting railroads, which are under the management and control, by lease, ownership or otherwise, of one and the same company, shall, for purposes of transportation, in applying this tariff, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified.

#### DISTANCES.

2. Since a separate rate cannot be conveniently given for every possible distance, the law authorizes the Commission "to ascertain what shall be the limits of longer and shorter distances." Five (5) miles has, accordingly, been fixed as the limit for a change of freight rates for all distances less than one hundred miles; and ten (10) miles for all distances over one hundred miles. The commissioners reserve the right, however, to correct the charge in extreme cases which work hardship, although the same may not violate the letter of our rules.

3. For all distances over five (5) miles and under one hundred (100) miles, the following rule will apply: When the mileage does not end in 0 or 5 the nearest mileage so ending shall govern the rate. Illustration: For a distance of twenty-seven miles charge for twenty-five miles, for a distance of twenty-eight miles charge for thirty miles.

4. When freight is transported any distance greater than one hundred miles, if the mileage does not end in 0, then next ten (10) miles group above shall govern the rate. Illustration: For one hundred and twenty-one miles charge for one hundred and thirty.

5. For distance under twenty miles or over two hundred and fifty miles, a reduction of rates may be made without making a change at all stations short of two hundred and fifty miles: *Provided, however*, that when any railroad shall make a reduction of rates for distances over two hundred and fifty miles, the same shall apply to similar distances on all the roads controlled by the same company, and in no case shall more be charged for a less than a greater distance.

#### REGULATIONS CONCERNING FREIGHT RATES.

6. The freight rates prescribed by the Commission are maximum rates, which shall not be transcended by the railroads. They may carry, however, at less than the prescribed rates: *Provided*, that if they carry for less for one person, they shall for the like service carry for the same lessened rate for all persons except as mentioned hereafter; and if they adopt less freight rates from one station, they shall make a reduction of the same per cent. at all stations along the line of the road so as to make no unjust discrimination as against any person or

locality. But when there are between any two points in this State two or more competing roads not under the same management or in the same system, then the longer line or lines, in order to give said points the benefit of competition, may reduce the rates between said two points below the standard tariff, without making a corresponding reduction at all stations along the lines of said roads: *Provided*, said reduction shall not make the rates less than the standard tariff rates for the shortest line between said points: *Provided further*, that before taking effect, the proposed change of rates shall be submitted to and approved by the Commission. When any special rate is made it shall be submitted to the Commission for approval, and such special rates shall not be withdrawn without thirty days' notice to the Commission.

7. The rates charged for freight service by regular passenger trains may be one and a half times that for first-class freight by ordinary freight trains.

8. No railroad company shall, by reason of any contract with any express, or other company, decline or refuse to act as a common carrier, to transport any article proper for transportation by the train for which it is offered.

9. Minimum charge for single shipments. See Circular No. 30.

10. No railroad company doing business in this State shall permit a blockade of any class of freights on account of any arrangement existing between it and other railroad companies as to the transportation of freight according to percentage or otherwise.

11. There shall be no secret reduction of rates, nor shall any bonus be given, or any rebate paid to any person, but the rates shall be uniform to all, and public.

12. The rates specified for ores, sand, clay, rough stone, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in ear, tan-bark, turpentine, rosin, tar, household goods, are maximum rates, but the roads are left free to reduce them at discretion, and all such rates are exempt from the operation of Rule 6. All complaints as to such rates will, on presentation, be duly considered.

13. When railroad companies are required to load or unload car-load shipments of classes L, M, N, O and P, or to load car-load shipments of naval stores, the actual cost of such service shall be paid by shippers.

14. **EXTRA HANDLING.**—The charge for handling extra heavy articles, may be as follows, viz.:

Under 2,000 pounds, no charge for extra handling.

For 2,000 lbs. and under 3,000 lbs.....\$ 3 for extra handling.

For 3,000 lbs. and under 4,000 lbs..... 5 for extra handling.

For 4,000 lbs. and under 5,000 lbs..... 7 for extra handling.

For 5,000 lbs. and under 6,000 lbs..... 8 for extra handling.

For 6,000 lbs. and under 7,000 lbs..... 10 for extra handling.

For 7,000 and over in proportion.

15. **FERTILIZERS.**—This term embraces the following and like articles, when intended to be used as fertilizers: Ammonia sulphate, bone black, bones ground or dissolved, castor pomace, or fish scrap, guanos, alto vella, fish, Navassa, Navassa lump, Peruvian soluble Pacific, nitrate cake, plaster of paris, potash—Ger-

man salts of, muriate of, sulphate of—salt cake, lump and ground phosphate, soda—nitrate of and sulphate of—tank stuff, etc.

16. Vehicles designed for transportation at carrier's risk must be properly protected by the shipper with sufficient covering or packing from all liabilities to injury from fire, weather, chafing, or other injury.

17. In no case shall the amount collected on L. C. L. shipments exceed the charge per car-load for the same class of goods.

18. Railroad companies are not required to receive cotton or other merchandise and warehouse the same unless the articles offered are in good shipping condition, well prepared by the shipper with proper packing and intelligent, plain marking, and accompanied with orders for immediate shipping.

19. CAR-LOAD RATES apply to a shipment of a car-load or more made by one shipper, at one time, to one and the same point of delivery, to the same consignee.

#### ESTIMATED WEIGHTS.

20. Lumber, coal, lime, brick, stone and all articles for which estimated weights are given in classification (except live stock, ale and beer, and empty ale and beer packages, L. C. L.), will be taken at actual weight when the weight can be ascertained, but when the weight cannot be ascertained, will be charged at the following estimated weights. This is not to interfere, however, with the duty of receiving agent to weigh, if possible, and correct to actual weight:

#### TO BE USED WHEN ACTUAL WEIGHTS CANNOT BE ASCERTAINED.

	<i>Per 1,000 Ft.</i>		<i>Per Car.</i>
White pine and poplar, thoroughly seasoned . . . . .	3,000 lbs.	Shingles, green, per 1,000 . .	350 lbs.
White pine and poplar, green . . . . .	4,000 lbs.	Shingles, dry, per 1,000 . . . .	300 lbs.
Yellow pine, black walnut, ash, seasoned . . . . .	4,000 lbs.	Laths, green, per 1,000 . . . .	530 lbs.
Yellow pine, black walnut, ash, green . . . . .	4,500 lbs.	Laths, green, per 1,000 . . . .	530 lbs.
Oak, hickory, elm, seasoned . . . . .	4,500 lbs.	Tan bark, green, per cord . .	2,600 lbs.
Oak, hickory, elm, green . . . . .	6,000 lbs.	Tan bark, dry, per cord . . . .	2,000 lbs.
All other kinds lumber, seasoned . . . . .	4,000 lbs.	Fence posts and rails and telegraph poles, per cord . .	2,500 lbs.
All other kinds lumber, green . . . . .	6,000 lbs.	Clay, per cubic yard . . . . .	3,000 lbs.
	<i>Per Car.</i>	Sand, per cubic yard . . . . .	3,000 lbs.
Hoop-poles, staves and heading, dry, car loaded to depth of 50 inches . . . . .	24,000 lbs.	Gravel, per cubic yard . . . .	3,200 lbs.
Hoop-poles, staves and heading, green, car loaded to depth of 43 inches . . . . .	24,000 lbs.	Stone, undressed, per cubic foot . . . . .	160 lbs.
		Lime, per bushel . . . . .	80 lbs.
		Coal, per bushel . . . . .	80 lbs.
		Coke, per bushel . . . . .	40 lbs.
		Portland cement, per barrel . .	400 lbs.
		Other cements, per barrel . . .	300 lbs.

21. In cases in which the classification of any article is lowered by a percentage, railroad companies which are allowed an increase on the standard tariff shall apply the increase allowed to the reduced classification; but in cases in which the classification of any article is raised by percentage, railroad companies

which are allowed an increase on the standard tariff shall not apply said increase to the already increased classification, but only to the standard tariff.

22. When any article is too bulky to put in a box-car, it shall be subject to special contract.

23. A ton of all articles is 2,000 pounds. A car-load is 20,000 pounds unless otherwise specified. For loads above 20,000 pounds, *pro rate* at car-load rates charged. A car-load of green wood is eight cords. A car-load of dry wood is nine cords. A car-load of lumber (and all articles embraced in lumber) is 24,000 pounds. A car-load of any article enumerated in Class P, except wood and lumber and articles included in lumber, is 25,000 pounds, shippers to load and unload: *Provided*, that when a car is loaded over its marked capacity by the shipper, the railroad companies are left free to charge for the excess a rate that will effectually stop a practice fraught with so much danger to life and property.

24. The regulations of the railroads as to demurrage or detention of cars are matters of police, with which the Commission will only interfere upon complaint of abuse.

25. All roads under the same or different management shall make just and reasonable rates for switching and exchange of business at connecting points. Rates now in force are continued. Any proposed change must first be submitted to the Commission. Any charge now in force and shown to work a hardship will be corrected.

26. All depots situated in incorporated towns and cities in this State must be kept open each day (Sundays excepted) for the receiving and delivery of freight, as follows: From April 1 to September 30, between the hours of 7 A. M. and 6 P. M. From October 1 to March 31, 7:30 A. M. and 5 o'clock P. M., with an intermission in each case of one hour, from 12 o'clock M. to 1 o'clock P. M.

27. Railroad companies whose lines do not exceed ten miles in length may charge from any point on their road the rates prescribed for ten miles.

28. On all shipments of freights not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads not under the same control the maximum rates charged on such shipments shall not be greater than the sum of the local rates on such freights, less ten (10) per cent., for the distance hauled over each road. The total rate thus ascertained on such freights, from the point of shipment to the point of destination, shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate, less ten (10) per cent., for the distance such shipment is hauled. Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on, or work delay in the transportation of such freights, or be a subject of appeal to the Commission by the roads at interest.

29. When railroad rates are affected by water competition the railroads may reduce their rates between points so affected without being required to reduce intermediate rates: *Provided, however*, that if complaint is made that such competition rates unjustly discriminate against other places or persons the commissioners will investigate and rule in each case.

30. Whenever any goods or articles of freight of any kind shall be received by any common carrier in this State to be delivered to any consignee in this State, and a portion of same shall not have been received at the place of destination, the carrier shall not demand any part of the charges for freight or transportation due for such portion of the shipment as shall not have reached the place of destination. And in case of loss, damage or overcharge of such freight, if the consignee present his bill of lading and the original invoice to the agent of the company at place of destination of such goods within thirty days after notice of the loss, damage or overcharge, and said company fails or neglects to deliver to the consignee the goods lost or damaged in good order, or refund any overcharge for thirty days after such notice, then such company shall be liable for the value of such goods lost or damaged or overcharged. The carrier shall be required to deliver to the consignee such portion of the consignment as shall have been received, upon the payment or tender of freight charges due upon such portion, as provided by chapter 495, Laws 1893.

31. No common carrier shall, for any cause, subject any article of freight to unreasonable delay in receiving, delivering or forwarding the same to its destination.

32. When a shipment is offered at a point where there are two routes over connecting lines to destination it shall be the duty of the railroad company making shipment to forward same by the shortest route, unless the rate charged over the longer route does not exceed that of the shorter, or unless otherwise ordered by the shipper.

33. A charge of no more than two dollars per car will be allowed for switching or transferring a car from any point on any road to any connecting road or warehouse within a space of one mile from starting point, over one and not more than two miles, three dollars; over two miles and not over three miles, four dollars, without regard to weight or contents.

34. When in the transfer of a car between said points it is necessary to pass over the line of any intermediate road or roads, the maximum charge of two, three or four dollars, as the case may be, shall be equitably divided between the roads at interest.

35. When a charge is made for the transfer of loaded cars between said points no additional charge shall be made for the delivery or return of the empty cars.

36. All specials less than our standard rates heretofore granted by carriers within the jurisdiction of the Commission, and which do not conflict with the law preventing unjust discrimination, until further orders, will be enforced.

#### POSTING TARIFFS.

37. Each railroad company doing business within the State of North Carolina shall post, and keep posted, at each of its respective stations in a conspicuous place a copy of the schedules of freight and passenger rates prescribed for said road by the Commission, together with a copy of the commissioners' classification, and a table of distances between stations, giving name of each station. And when any change in said schedule of rates or classification is made, either by the Commission or by any railroad company, a copy of said change shall be immediately furnished the office of the commissioners and shall also be posted in the same manner as the above.

38. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

### EXPLANATORY NOTES.

In the "Commissioners' Standard Freight Tariff," under the class opposite to the distance, if it ends in 0 (and if not, then opposite the next greater distance), will be found the rate required.

Example: To find the rate for 247 miles on a box of clothing weighing 100 pounds, opposite the word "clothing" in the classification is seen its class, 1; in the freight tariff, under Class 1, opposite the next greater distance, 250 miles, is seen the rate, 65 cents; in the column "miles," 5 signifies five miles or under; 20, twenty miles or over fifteen, and so on.

### EXPLANATION OF CHARACTERS.

1 stands for first-class.	4T1 stands for four times first-class.
2 stands for second-class.	A, B, C, D, E, F, H, and K stand for
3 stands for third-class.	classes A, B, C, D, E, F, H, and K,
4 stands for fourth-class.	respectively.
5 stands for fifth-class.	S stands for special.
6 stands for sixth-class.	L. C. L. stands for less than car-load.
1½ stands for 1½ times first-class.	C. L. stands for car-load.
D1 stands for double first-class.	N. O. S. stands for not otherwise speci-
3T1 stands for three times first-class.	fied.

Articles not enumerated will be classed with similar or analogous articles.

### RULES FOR COMPUTING FRACTIONS.

When any rate in any class in the Standard Tariff is raised or lowered by a per cent., the following rules must be observed:

FIRST.—If the rate thus raised or lowered is in either of classes C, D, F, J or K, the fraction of a half cent must be retained, as the following examples will indicate:

Ex. 1.—Standard rate . . . . .	6.5
25 per cent. added . . . . .	1.6
Total . . . . .	8.1

From which deduct fraction, leaving desired rate of 8 cents.

Ex. 2.—Standard rate . . . . .	9.5
20 per cent. added . . . . .	1.9
Total . . . . .	11.4

Substituting 5 for the fraction, the desired rate is 11.5 cents.

Ex. 3.—Standard rate . . . . .	8.
20 per cent. added . . . . .	1.6
Total . . . . .	9.6

Substituting 5 for the fraction, the desired rate is 9.5 cents.

Ex. 4.—Standard rate . . . . .	5.5
25 per cent. added . . . . .	1.3
Total . . . . .	6.8

Adding a unit instead of a fraction, the desired rate is 7 cents.

SECOND.—If the rate thus raised or lowered be in any other class than those already mentioned, omit fraction of less than half a cent and estimate half a cent or more as one cent, thus:

Ex. 1.—Standard rate . . . . .	17.
20 per cent. added . . . . .	3.4
Total . . . . .	20.4

Deducting the fraction, the desired rate is 20 cents.

Ex. 2.—Standard rate . . . . .	18.
20 per cent. added . . . . .	3.6
Total . . . . .	21.6

Estimating the fraction as a unit, the desired rate is 22 cents.

THIRD.—In making reductions, observe the same manner of placing figures before deducting the percentage.

Narrow-gauge railroads, in fixing rates on all freights where a rate per car-load is given, will count 15,000 pounds for a car-load, and estimate their charge *pro rata* with rate allowed on standard gauge.

#### RULES GOVERNING ERECTION AND LOCATION OF DEPOTS.

FIRST.—From and after Wednesday, the 26th day of April, 1899, no change of freight or passenger depots or flag stations from their present location, nor the suspension of the sale of tickets, or the receiving or forwarding of freights from stations now in use for such purposes, will be permitted without the consent of this Commission published in accordance with law.

SECOND.—Application for the location of depots and the construction of depot buildings must be filed in the North Carolina Corporation Commission office, with all information needed for a full and proper understanding of all interests to be affected thereby.

#### RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVE STOCK.

The weights given below are *estimated* and not actual, and are used simply to get the rating on live stock. To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of second-class freight at carrier's risk and fourth-class at owner's risk. Therefore, the freight charges for fifty miles on one horse, mule or horned animal is the same as on 2,000

pounds of second-class freight, and would be, according to the standard tariff, carrier's risk, 28 cents per 100 pounds, or \$5.60, and at owner's risk, 20 cents per 100 pounds, or \$4.00.

	<i>Each.</i>		<i>Each.</i>
One horse, mule or horned animal .....	2,000 lbs.	Calves and sheep, in lots of — or more.....	150 lbs.
Two horses, mules or horned animals .....	3,500 lbs.	Lambs .....	100 lbs.
Each additional horse, mule or horned animal.....	1,000 lbs.	Lambs, in lots of five or more .....	75 lbs.
Stallions, jacks and bulls...	3,000 lbs.	Hogs, for market.....	350 lbs.
Yearling cattle .....	1,000 lbs.	Pigs and stock hogs.....	125 lbs.
Calves and sheep.....	175 lbs.	Pigs, hogs, sheep, etc., boxed, } actual weight.	

The rates on live stock as given in this tariff are based on the following maximum valuations:

Horses and mules not over.....	\$120.00 each.
Horned cattle not over.....	50.00 each.
Stallions, jacks and bulls not over.....	150.00 each.
Fat hogs and fat calves not over.....	15.00 each.
Lambs, stock hogs, stock calves, not over.....	5.00 each.

Race horses, stallions, jacks, bulls and other high-priced animals, when shippers are not willing to have the same transported at above valuations, will be taken only at the following rates on valuation given:

Value from \$150.00 to \$400.00 add to regular rate 30 per cent.
Value from \$400.00 to \$600.00 add to regular rate 40 per cent.
Value from \$600.00 to \$800.00 add to regular rate 60 per cent.
Value from \$800.00 to \$1,000.00 add to regular rate 100 per cent.
Over \$1,000 subject to special rate by contract.

Live stock will be taken at the released or owner's risk rate only when contract is executed by shipper and station agent.

Mixed shipment of cattle, hogs, lambs, etc., will be taken in car-loads at car-load rates for cattle, but carrier will be released from damage to animals caused by their own acts, or to each other, and from escape, if not haltered, suffocation, exhaustion from heat or cold.

Sucking calves accompanying cows will be charged for at rate for single calves.

Sucking colts accompanying mares will be charged for at double the rate for single calves.

The word "calves" used in these rules and regulations applies only to calves under nine months old; and the words "yearling cattle" to cattle over nine months and under eighteen months old.

Pigs, hogs, calves, etc., boxed, crated, or in portable pens, taken at actual weight, carrier's risk, first-class; owner's risk, second-class.

In no case shall the charge for less than a car-load of live stock exceed the charge for a car-load.

Shippers will be expected to feed, water and care for their stock at their own expense. When food is furnished by carrier, a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock to care for the same. Four to seven cars inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

# Circular No. 36

(AS AMENDED).

## STORAGE AND DEMURRAGE RULES—TIME LIMIT FOR PLACING OF CARS AND DELIVERY OF FREIGHT—LOCAL TRANSFER AND SWITCHING CHARGES.

Storage and demurrage may be assessed by railroad companies on all freight received for delivery in car-load lots or in less than car-load lots if not removed in conformity with the following rules and regulations:

### RULE I.

No storage or demurrage charges, however, shall in any case be allowed unless notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company, and it shall be the duty of such railroad company to give prompt notice to consignee of the arrival of goods, together with the contents, weight and amount of freight charges due thereon as shown by way-bill, and when goods or freight of any kind, in car-load consignments, said notice must contain letters or initials and number of the car. Notice shall be given by delivering same in writing in person, or by leaving same at consignee's place of business or by depositing it in the post-office.

### RULE II.

For storage of package freights and all freight less than car-load, unloaded in depot or warehouse, which is not removed by the owner thereof from the custody of the railroad company within forty-eight hours (not including Sundays and legal holidays), a charge of storage for each day or fraction of a day that such consignment may remain in the custody of the carrier of one cent per hundred pounds per day, with minimum charge of five cents for any one package or lot for any one consignee, may be made; but not more than one dollar per day for any one consignment not in excess of a car-load.

### RULE III.

All car-load freight taking track delivery and such as is to be unloaded by consignee, which is not unloaded from cars containing same within forty-eight hours (not including Sundays and legal holidays) after the car or cars are placed accessible for unloading, may be subject to a charge of one dollar per car for each day or fraction of a day that said car or cars remain loaded: *Provided, however*, that seventy-two hours shall be allowed for the unloading of fertilizers, brick and the following commodities, when in bulk only: Cotton seed, cotton-seed hulls, coal, coke, fertilizing material, grain, lime, tan-bark and dressed lumber in box cars: *Provided further*, whenever by reason of delays in transit cars are bunched and more cars than one are received at same time, no demurrage shall be made for excess over one car: *Provided*, at least one car shall be unloaded daily.

### RULE IV.

When consignors ship goods consigned to themselves or order, it shall be the duty of the railroad company to give legal notice to such consignees or persons

to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient notice in such cases, whether the consignee actually received the same or not.

#### RULE V.

The time allowed for removing freight before storage or demurrage charges apply will be computed from 7 o'clock A. M. of the day following date of notice (Sundays and legal holidays excepted).

#### RULE VI.

A consignee living more than five (5) miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of due diligence: *Provided*, that in the delivery of car-load freight railroads will not be required in any case to hold freight free of demurrage for a longer period than five (5) days after notice, except as otherwise provided in Rule II.

#### RULE VII.

Where, upon the request of an intending shipper, the railroad company places a car or cars at a reasonably accessible point on its team tracks or on a private track designated by the shipper, free loading time shall expire forty-eight hours (not including Sundays or legal holidays) from the time such car or cars are so placed; and thereafter a demurrage charge of not more than one dollar per car per day or fraction of a day may be assessed and collected on all such cars as have not been tendered to the railroad company with shipping instructions.

#### RULE VIII.

When any railroad company fails to deliver freights at the depot or to place loaded cars at an accessible place for unloading within forty-eight hours (not including Sundays and legal holidays), computed from 7 o'clock A. M. the day after the arrival of same, the shipper or consignee shall be paid one dollar per day for each day or fraction of a day said delivery is so delayed: *Provided*, the railroad company may require the payment of freight before delivery.

#### RULE IX.

Where a shipper makes application in writing for a car or cars to be loaded with any kind of freight, and the railroad company fails to furnish same within four days from 7 o'clock A. M. next day after such application, such railroad company so offending shall forfeit and pay to the shipper applying the sum of one dollar per car per day for each day or fraction of a day's delay after the expiration of free time: *Provided* the shipper makes demand therefor in writing within thirty days thereafter. The railroad companies may require applicant to deposit two dollars for each car so demanded. This money may be retained as a forfeit to the railroad company in case the car is not loaded, to pay trackage; if the car

is loaded, then the said two dollars shall be refunded to the shipper with the bill of lading.

#### RULE X.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point shall be delivered within three (3) days from 7 o'clock A. M. next day after receipt of shipment, and in one day's additional time for each additional twenty-five (25) miles or fraction thereof; or for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of one dollar per day on all car-load freight and one cent per hundred pounds per day on package freights and freight in less than car-load, with minimum charge of five cents for any one package: *Provided* the shipper makes demand therefor in writing within thirty days thereafter: *Provided further*, that the amount of the penalty demanded on any shipment, less than car-load, shall not exceed one dollar per day, and in no case exceed the value of the goods transported. The period of time during which the movement of trains is suspended on account of accident or any cause not within the power of the roads to prevent shall be added to the free time allowed herein and accounted as additional "free time."

#### RULE XI.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal or loading of freight, or where from the nature of the goods removal or loading would cause injury or damage, such time shall be added to the free period, and no demurrage charges shall be allowed for such additional time. This rule applies to the state of the weather during business hours.

#### RULE XII.

The Commission reserves the right to hear and grant application to suspend the operation of these rules upon complaint of abuse, or whenever justice shall demand this course.

#### RULE XIII.

##### LOCAL TRANSFER AND SWITCHING CHARGES.

Railroad companies shall furnish shippers cars for loading, and shall also accept from each other cars loaded at warehouses or side-tracks of one road for delivery at side-tracks or warehouses on the other road within the space of two miles beyond the starting point. The railroad company furnishing the car and performing the initial movement may charge two and one-half dollars per car.

#### RULE XIV.

When car is destined to a warehouse on a connecting line which requires switching, the company so receiving and delivering may charge \$1.50 additional.

After car is placed for loading, the shipper shall load same within twenty-four hours therefrom, and consignee shall, when car is placed for unloading, unload same within twenty-four hours; otherwise the usual demurrage charges may be made.

## STANDARD FREIGHT TARIFF—CLASSES.

Dis- tance.	Per 100 Pounds.												Per Bbl.	Per 100 Lbs.	Per Ton.		Per Car Load.			
	Miles.	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.					
5	12	10	8	6	6	5	5	5	5	5	4	6	10	6	4	\$ 0.60	\$ 0.85	\$ 9.00	\$ 8.00	\$ 5.00
10	18	13	11	9	8	7	6	6	6	6	5	8	12	9	5	.70	.95	10.00	9.00	6.50
15	21	16	14	11	9	7½	6½	7	7	7	6	9	14	11	5½	.75	1.00	11.00	10.00	7.50
20	24	18	16	13	10	8	7	8	8	8	7	10	16	12	6	.80	1.05	12.00	10.00	8.50
25	27	20	18	14	12	9	8	9	9	9	8	12	18	14	6½	.90	1.15	14.00	11.00	9.50
30	30	24	20	16	13	10	8	10	10	10	8	13	20	16	7	1.00	1.25	16.00	12.00	10.50
35	33	26	22	18	14	11	9	11	10	10	9	14	20	18	7½	1.10	1.35	18.00	14.00	11.50
40	33	26	22	18	14	11	9	11	10½	9	9	14	21	18	8	1.20	1.35	18.00	14.00	12.00
45	36	28	24	20	15	12	10	12	10½	9	9	15	21	20	8	1.20	1.45	20.00	16.00	12.00
50	36	28	24	20	15	12	10	12	11	9	9	15	22	20	8	1.20	1.45	20.00	16.00	12.00
55	39	30	26	21	16	12	11	13	11	10	10	16	22	21	8	1.30	1.55	22.00	17.00	13.00
60	39	30	26	21	16	13	11	13	11½	10	10	16	23	21	9	1.30	1.55	22.00	17.00	13.00
65	42	32	28	21	17	14	12	14	11½	10	10	17	23	21	9	1.30	1.60	24.00	17.00	13.00
70	42	32	28	21	17	14	12	14	12	10	10	17	24	21	9	1.30	1.60	26.00	17.00	14.00
75	44	34	30	22	18	15	13	15	12	10	10	18	24	22	9½	1.40	1.65	26.00	18.00	14.00
80	44	34	30	22	18	15	13	15	13	11	11	18	26	22	9½	1.40	1.65	26.00	18.00	14.00
85	46	36	31	22	19	15	13	16	13	11	11	19	26	22	9½	1.40	1.70	28.00	18.00	15.00
90	46	36	31	22	19	15	13	16	13½	11	11	19	27	22	9½	1.4	1.70	28.00	18.00	15.00
95	48	38	32	24	20	16	14	16	13½	11	11	20	27	24	10	1.50	1.75	29.00	19.00	15.00
100	48	38	32	24	20	16	14	17	14	12	12	20	28	24	10	1.50	1.75	29.00	19.00	16.00
110	50	40	33	25	20	16	14	17	14	12	12	20	28	25	10	1.5	1.80	30.00	19.00	16.00
120	52	42	34	25	21	17	15	18	15	13	13	21	30	25	10½	1.60	1.85	31.00	20.00	17.00
130	54	44	35	26	21	17	15	18	16	13	13	21	32	26	10½	1.65	1.90	32.00	20.00	18.00
140	56	46	36	26	22	18	16	19	16	14	14	22	32	26	10½	1.70	1.95	33.00	21.00	18.00
150	58	48	37	27	22	18	16½	19	17	14	14	22	34	27	11	1.75	2.00	34.00	21.00	19.00
160	59	49	39	29	24	19	16½	20	17	15	15	24	34	29	11	1.80	2.05	34.00	24.00	19.00
170	60	50	41	31	26	20	17	20	18	15	15	26	36	31	12	1.85	2.10	35.00	25.00	20.00
180	61	51	42	32	28	21	17	21	18	15½	15½	28	36	32	12	1.90	2.10	35.00	26.00	20.00
190	62	52	43	33	29	22	17½	21	19	15½	15½	29	38	33	12	1.90	2.15	37.00	27.00	21.00
200	63	53	44	34	30	23	17½	22	19	16	16	30	38	34	13	1.95	2.20	38.00	28.00	21.00
210	63	53	44	34	30	23	17½	22	20	16	16	30	40	34	13	1.95	2.20	38.00	28.00	22.00
220	64	54	45	35	31	24	18	23	20	17	17	31	40	35	13	2.00	2.25	39.00	29.00	22.00
230	64	54	45	35	31	24	18	23	21	17	17	31	42	35	14	2.00	2.25	39.00	29.00	23.00
240	65	55	45	35	32	25	19	24	21	18	18	32	42	36	14	2.05	2.30	40.00	30.00	23.00
250	65	55	45	36	32	25	19	24	22	18	18	32	44	36	14	2.05	2.30	40.00	30.00	23.00
260	65	55	46	36	32	25	20	25	23	19	19	33	45	37	15	2.10	2.35	41.00	31.00	24.00
270	66	56	46	36	33	26	20	25	23	19	19	33	45	37	15	2.10	2.35	41.00	31.00	24.00

## STANDARD PASSENGER TARIFF.

	<i>First-class.</i>	<i>Second-class.</i>
Twelve years and older .....	3¼c. per mile.	2¾c. per mile.
Over 5 years and under 12 years of age.....	One-half first-class fare.	

## STANDARD TELEGRAPHIC RATES.

Ten body words or under.....	Twenty-five cents.
Over ten body words.....	Two cents for each additional word.

## JOINT TELEGRAPHIC RATES.

Whenever a message is sent over two or more telegraph lines owned, controlled and operated by separate and distinct corporations or individuals, the joint rate shall not exceed forty cents for such message of ten body words or less, exclusive of date, address and signature, between any two points within the limits of this State, nor more than three cents for each additional word.

## RATES OF FREIGHT ON COTTON SEED AND COTTON-SEED HULLS.

PER TON 2,000 POUNDS.

Distance.	C. L.	L. C. L., Packed.	Distance.	C. L.	L. C. L., Packed.
	<i>Per Ton.</i>	<i>Per Ton.</i>		<i>Per Ton.</i>	<i>Per Ton.</i>
5 miles -----	\$ 0.60	\$ 0.75	100 miles -----	\$ 1.25	\$ 1.56½
10 miles -----	.70	.87½	110 miles -----	1.30	1.62½
15 miles -----	.80	1.00	120 miles -----	1.30	1.62½
20 miles -----	.80	1.00	130 miles -----	1.35	1.68¾
25 miles -----	.90	1.12½	140 miles -----	1.35	1.68¾
30 miles -----	.90	1.12½	150 miles -----	1.40	1.75
35 miles -----	.95	1.18¾	160 miles -----	1.40	1.75
40 miles -----	.95	1.18¾	170 miles -----	1.45	1.81¼
45 miles -----	1.00	1.25	180 miles -----	1.45	1.81¼
50 miles -----	1.00	1.25	190 miles -----	1.50	1.87½
55 miles -----	1.05	1.31¼	200 miles -----	1.50	1.87¾
60 miles -----	1.10	1.31¼	210 miles -----	1.55	1.93¾
65 miles -----	1.10	1.37½	220 miles -----	1.55	1.93¾
70 miles -----	1.15	1.37½	230 miles -----	1.60	2.00
75 miles -----	1.15	1.43¾	240 miles -----	1.60	2.00
80 miles -----	1.15	1.43¾	250 miles -----	1.65	2.06¼
85 miles -----	1.20	1.50	260 miles -----	1.65	2.06¼
90 miles -----	1.20	1.50	270 miles -----	1.70	2.12½
95 miles -----	1.25	1.56¼			

Applicable to all railroads.  
Circulars Nos. 9-10.

## FERTILIZER RATES.

C. L. TEN (10) TONS MINIMUM. PER TON 2,000 POUNDS.

Distance.	Per Ton.	Distance.	Per Ton.
5 miles and under -----	\$ 0.60	200 miles and over 190 -----	\$ 2.70
10 miles and over 5 -----	.80	210 miles and over 200 -----	2.75
15 miles and over 10 -----	1.00	220 miles and over 210 -----	2.80
20 miles and over 15 -----	1.10	230 miles and over 220 -----	2.85
30 miles and over 20 -----	1.20	240 miles and over 230 -----	2.90
40 miles and over 30 -----	1.30	250 miles and over 240 -----	2.95
50 miles and over 40 -----	1.40	260 miles and over 250 -----	3.00
60 miles and over 50 -----	1.50	270 miles and over 260 -----	3.05
70 miles and over 60 -----	1.60	280 miles and over 270 -----	3.10
80 miles and over 70 -----	1.70	290 miles and over 280 -----	3.15
90 miles and over 80 -----	1.80	300 miles and over 290 -----	3.20
100 miles and over 90 -----	1.90	310 miles and over 300 -----	3.25
110 miles and over 100 -----	2.00	320 miles and over 310 -----	3.30
120 miles and over 110 -----	2.10	330 miles and over 320 -----	3.35
130 miles and over 120 -----	2.20	340 miles and over 330 -----	3.40
140 miles and over 130 -----	2.30	350 miles and over 340 -----	3.45
150 miles and over 140 -----	2.40	360 miles and over 350 -----	3.50
160 miles and over 150 -----	2.50	370 miles and over 360 -----	3.55
170 miles and over 160 -----	2.55	380 miles and over 370 -----	3.60
180 miles and over 170 -----	2.60	390 miles and over 380 -----	3.65
190 miles and over 180 -----	2.65	400 miles and over 390 -----	3.70

On less than car-load shipments rates may be made twenty per cent. higher than above. The joint rates on two or more roads, not under the same management or control, shall be made on the basis of the sum of the locals of each road, less twenty per cent.

Applicable to all railroads in the State.

Circulars Nos. 1-13.

## RATES OF FREIGHT ON COTTON.

IN BALES, PER 100 POUNDS.

Distance.	Cents.	Distance.	Cents.
5 miles-----	9	80 miles-----	23
10 miles-----	9	85 miles-----	24
15 miles-----	11	90 miles-----	24
20 miles-----	13	95 miles-----	25
25 miles-----	14	100 miles-----	25
30 miles-----	15	110 miles-----	26
35 miles-----	16	120 miles-----	27
40 miles-----	17	130 miles-----	28
45 miles-----	18	140 miles-----	29
50 miles-----	19	150 miles-----	30
55 miles-----	20	160 miles-----	31
60 miles-----	21	170 miles-----	32
65 miles-----	22	180 miles-----	33
70 miles-----	22	190 miles-----	' 34
75 miles-----	23	200 miles-----	35

Applicable to all railroads.  
Circular No. 18.

## FREIGHT RATE ON FIREWOOD.

IN CAR-LOADS, RELEASED, LOADED AND UNLOADED BY SHIPPER, TEN CORDS MINIMUM.

Distance.	Per Cord.	Distance.	Per Cord.
1 to 10 miles-----	\$ 0.50	30 to 40 miles-----	\$ 0.70
10 to 15 miles-----	.55	40 to 50 miles-----	.80
15 to 30 miles-----	.60		

Applicable to all railroads.

## FREIGHT RATE ON EXCELSIOR.

L. C. L., PER 100 POUNDS.

Distance.	Cents.	Distance.	Cents.
5 miles and under -----	8	160 miles and over 150 -----	23
10 miles and over 5 -----	8	170 miles and over 160 -----	24
15 miles and over 10 -----	10	180 miles and over 170 -----	25
20 miles and over 15 -----	10	190 miles and over 180 -----	25
25 miles and over 20 -----	11	200 miles and over 190 -----	27
30 miles and over 25 -----	11.5	210 miles and over 200 -----	27
35 miles and over 30 -----	13.5	220 miles and over 210 -----	28
40 miles and over 35 -----	13.5	230 miles and over 220 -----	28
45 miles and over 40 -----	15.5	240 miles and over 230 -----	29
50 miles and over 45 -----	15.5	250 miles and over 240 -----	29
55 miles and over 50 -----	16.5	260 miles and over 250 -----	30
60 miles and over 55 -----	16.5	270 miles and over 260 -----	30
65 miles and over 60 -----	17	280 miles and over 270 -----	31
70 miles and over 65 -----	17	290 miles and over 280 -----	31
75 miles and over 70 -----	17.5	300 miles and over 290 -----	32
80 miles and over 75 -----	17.5	310 miles and over 300 -----	32
85 miles and over 80 -----	18	320 miles and over 310 -----	33
90 miles and over 85 -----	18	330 miles and over 320 -----	33
95 miles and over 90 -----	18.5	340 miles and over 330 -----	34
100 miles and over 95 -----	18.5	350 miles and over 340 -----	34
110 miles and over 100 -----	19	360 miles and over 350 -----	35
120 miles and over 110 -----	19	370 miles and over 360 -----	35
130 miles and over 120 -----	19	380 miles and over 370 -----	36
140 miles and over 130 -----	20	390 miles and over 380 -----	36
150 miles and over 140 -----	20		

Applicable to Southern Railway lines in North Carolina.  
Circular No. 25.

## MINIMUM CHARGE FOR SINGLE SHIPMENTS.

Distance.	Cents.	Distance.	Cents.
5 miles or less-----	15	85 miles-----	19
10 miles-----	15	90 miles-----	19
15 miles-----	15	95 miles-----	19
20 miles-----	15	100 miles-----	19
25 miles-----	16	110 miles-----	20
30 miles-----	16	120 miles-----	20
35 miles-----	16	130 miles-----	21
40 miles-----	16	140 miles-----	21
45 miles-----	17	150 miles-----	22
50 miles-----	17	160 miles-----	22
55 miles-----	18	170 miles-----	23
60 miles-----	18	180 miles-----	24
65 miles-----	18	190 miles-----	24
70 miles-----	18	200 miles-----	25
75 miles-----	18	210 miles and over-----	25
80 miles-----	18		

Applicable to all railroads.  
Circular No. 30.

## FREIGHT RATE ON SAND AND LOAM SOIL.

PER CAR-LOAD 40,000 POUNDS MINIMUM, EXCESS IN PROPORTION.

Distance.	Per Car.	Distance.	Per Car.
5 miles-----	\$ 5.00	80 miles-----	\$ 14.00
10 miles-----	6.50	85 miles-----	15.00
15 miles-----	7.50	90 miles-----	15.00
20 miles-----	8.50	95 miles-----	15.00
25 miles-----	9.50	100 miles-----	16.00
30 miles-----	10.50	110 miles-----	16.00
35 miles-----	11.50	120 miles-----	17.00
40 miles-----	12.00	130 miles-----	18.00
45 miles-----	12.00	140 miles-----	18.00
50 miles-----	12.00	150 miles-----	19.00
55 miles-----	13.00	160 miles-----	19.00
60 miles-----	13.00	170 miles-----	20.00
65 miles-----	13.00	180 miles-----	20.00
70 miles-----	14.00	190 miles-----	21.00
75 miles-----	14.00	200 miles-----	21.00

Applicable to all railroads in this State.  
Circular No. 29.

**FREIGHT RATE ON ROUGH LOGS.**

DOGWOOD, HICKORY, PERSIMMON AND GUMWOOD, PER CAR-LOAD OF 40,000  
POUNDS MINIMUM, EXCESS IN PROPORTION.

Distance.	Per Car.	Distance.	Per Car.
10 miles and under-----	\$ 5.00	60 miles and over 50 -----	\$ 10.00
20 miles and over 10 -----	6.00	70 miles and over 60 -----	11.00
30 miles and over 20 -----	7.00	80 miles and over 70 -----	12.00
40 miles and over 30 -----	8.00	90 miles and over 80 -----	13.00
50 miles and over 40 -----	9.00	100 miles and over 90 -----	14.00

Applicable to all railroads, unless otherwise excepted.  
Circular No. 14.

**FREIGHT RATE ON ROUGH OAK, POPLAR, PINE, MAPLE, BIRCH AND OTHER HARDWOOD LOGS.**

ROUND OR SPLIT, EIGHT FEET AND UNDER IN LENGTH, CAR-LOAD 40,000  
POUNDS MINIMUM.

Distance.	Per Car.	Distance.	Per Car.
10 miles and under-----	\$ 6.50	90 miles and over 80 -----	\$ 18.50
20 miles and over 10 -----	8.00	100 miles and over 90 -----	20.00
30 miles and over 20 -----	9.50	110 miles and over 100 -----	21.00
40 miles and over 30 -----	11.00	120 miles and over 110 -----	22.00
50 miles and over 40 -----	12.50	130 miles and over 120 -----	23.00
60 miles and over 50 -----	14.00	140 miles and over 130 -----	24.00
70 miles and over 60 -----	15.50	150 miles and over 140 -----	25.00
80 miles and over 70 -----	17.00		

Applicable to all railroads in the State, except Southern Railway. See circular No. 14 for rates applicable to this road.

Circular No. 32.

## MILEAGE FREIGHT RATE ON BRICK.

CAR-LOAD LOTS, MINIMUM 10,000 BRICK.

Distance.	Per 1,000 Brick.	Distance.	Per 1,000 Brick.
5 miles-----	\$ 0.90	75 miles-----	\$ 1.75
10 miles-----	1.00	80 miles-----	1.80
15 miles-----	1.10	85 miles-----	1.85
20 miles-----	1.10	90 miles-----	1.90
25 miles-----	1.20	95 miles-----	1.95
30 miles-----	1.30	100 miles-----	2.00
35 miles-----	1.35	110 miles-----	2.10
40 miles-----	1.40	120 miles-----	2.20
45 miles-----	1.45	130 miles-----	2.30
50 miles-----	1.50	140 miles-----	2.40
55 miles-----	1.55	150 miles-----	2.50
60 miles-----	1.60	160 miles-----	2.60
65 miles-----	1.65	170 miles-----	2.70
70 miles-----	1.70		

Authorized to be applied by the Atlantic Coast Line Railroad, Seaboard Air Line Railway and the Southern Railway.

**FREIGHT RATES ON MOLASSES.  
IN BARRELS OR HOGSHEADS.**

Distance.	Per 100 Pounds.	Distance.	Per 100 Pounds.
5 miles-----	\$0.04	100 miles-----	\$0.14
10 miles-----	.05	110 miles-----	.15
15 miles-----	.05½	120 miles-----	.16
20 miles-----	.06	130 miles-----	.17
25 miles-----	.06½	140 miles-----	.18
30 miles-----	.07	150 miles-----	.18
35 miles-----	.07½	160 miles-----	.19
40 miles-----	.08	170 miles-----	.19
45 miles-----	.08½	180 miles-----	.20
50 miles-----	.09	190 miles-----	.20
55 miles-----	.09	200 miles-----	.20
60 miles-----	.10	210 miles-----	.21
65 miles-----	.10	220 miles-----	.21
70 miles-----	.11	230 miles-----	.21
75 miles-----	.11	240 miles-----	.22
80 miles-----	.12	250 miles-----	.22
85 miles-----	.12	260 miles-----	.22
90 miles-----	.13	270 miles-----	.22

**JOINT FREIGHT RATES.**

Ordered, that the Aberdeen and Ashboro Railroad Company, the Aberdeen and Rockfish Railroad Company, the Carthage Railroad Company, the Cape Fear and Northern Railroad Company, the Raleigh and Cape Fear Railroad Company, the Northampton and Hertford Railroad Company, the Durham and Charlotte Railroad Company, and the Carolina Northern Railroad Company, be and are hereby exempt from the provisions of Circular No. 28, of the Rules Governing the Transportation of Freight, requiring a reduction of 10 per cent. from the Local Freight Tariff Rate of each road. This order not to apply to special rates which are applicable to all railroads as follows: Fertilizer Rates, Circulars No. 1-13; Cotton-seed and Cotton-seed Hulls, Circular No. 10; Cotton Rates, Circular No. 18.

Circular No. 20.

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## **Relation of Railroad Companies to Freight and Passenger Tariffs.**

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The railroad companies doing business in the State of North Carolina will be allowed to apply the Standard Freight and Passenger Tariffs for the transportation of freight and passengers in accordance with the following table:

**ATLANTIC COAST LINE RAILROAD COMPANY.**

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Tariff as follows:

ATLANTIC COAST LINE RAILROAD COMPANY.  
(Includes all Branches and Divisions in North Carolina).

FREIGHT TARIFF AS FOLLOWS:

Distance.	Per 100 Pounds.											Per 100 Pounds.		Per Ton 2,000 Pounds.		Per Car of 20,000 Pounds.			*
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
5 miles and under	12	10	8	6	6	5	5	5	5	4	6	10	6	4	\$ 0.50	\$ 0.85	\$ 9.00	\$ 8.00	\$ 5.00
10 miles	18	13	11	9	8	7	6	6	6	5	8	12	9	5	.70	.95	10.00	9.00	6.50
15 miles	21	16	14	11	9	9	8	8	7	6	9	14	11	5½	.75	1.00	10.00	10.00	7.50
20 miles	24	18	16	13	11	9	8	9	8	7	11	16	13	6	.80	1.05	12.00	10.00	8.50
25 miles	27	20	18	15	13	10	9	10	9	8	13	18	15	6½	.90	1.15	14.00	11.00	9.50
30 miles	30	24	20	18	14	11	9	11	10	8	14	20	18	7	1.00	1.25	16.00	12.00	10.50
35 miles	33	26	22	20	15	12	10	12	10	9	15	20	20	7½	1.10	1.35	18.00	14.00	11.50
40 miles	33	26	22	20	15	12	10	12	10½	9	15	21	20	8	1.10	1.35	18.00	14.00	12.00
45 miles	36	28	24	22	17	13	11	13	10½	9	17	21	22	8	1.20	1.45	20.00	16.00	12.00
50 miles	36	28	24	22	17	13	11	13	11	9	17	22	22	8	1.20	1.45	20.00	16.00	12.00
55 miles	39	30	26	23	18	14	12	14	11½	10	18	22	23	8	1.30	1.55	20.00	17.00	13.00
60 miles	39	30	26	23	18	14	12	14	11½	10	18	23	23	9	1.30	1.55	22.00	17.00	13.00
65 miles	42	32	28	23	19	15	13	15	11½	10	19	23	23	9	1.30	1.60	24.00	17.00	13.00
70 miles	42	32	28	23	19	15	13	15	12	10	19	24	23	9	1.30	1.60	24.00	17.00	14.00
75 miles	44	34	30	24	20	17	13	15	12	10	20	24	24	9½	1.40	1.65	24.00	18.00	14.00
80 miles	44	34	30	24	20	17	13	15	13	11	20	26	24	9½	1.40	1.65	24.00	18.00	14.00
85 miles	45	36	31	24	21	17	13½	15½	13	11	21	26	24	9½	1.40	1.70	24.00	18.00	15.00
90 miles	46	36	31	24	21	17	13½	15½	13½	11	21	27	24	9½	1.40	1.70	25.00	18.00	15.00
100 miles	47	38	32	26	22	18	13½	15½	14	11½	22	28	26	10	1.50	1.75	25.00	19.00	16.00

110 miles	50	40	33	27	22	18	14	16	14	12	22	28	27	10	1.55	1.80	25.00	19.00	16.00
120 miles	50	42	34	27	23	19	14	16	15	12	23	30	27	10½	1.60	1.85	25.00	20.00	16.75
130 miles	52	44	35	28	23	19	15	17	16	13	23	32	28	10½	1.60	1.90	25.00	20.00	17.00
140 miles	52	46	36	28	24	19½	15	17	16	13	24	32	28	10½	1.60	1.95	25.05	21.00	17.00
150 miles	54	47	37	29	24	20	15½	18	17	14	24	34	29	11	1.65	2.00	25.10	21.00	17.05
160 miles	54	47	39	29	25	20	15½	18	17	14	25	34	29	11	1.65	2.05	25.10	22.00	17.00
170 miles	55	48	40	30	26	20¼	16	19	18	15	26	36	30	12	1.65	2.10	25.15	22.50	17.10
180 miles	55	48	40	30	26	20¼	16	19	18	15	26	36	30	12	1.65	2.10	25.15	22.50	17.10
190 miles	56	49	40½	30½	27	20½	16¾	19¼	18¾	15½	27	38	30½	12	1.65	2.15	25.20	23.00	17.05
200 miles	56	49	40½	30½	27	20½	16¾	19¼	18¾	15½	27	38	30½	12¾	1.70	2.18	25.20	23.00	17.05
210 miles	57	50	41	31	28	20¾	16¾	19½	18½	16	28	39	31	13	1.70	2.20	25.25	23.50	17.20
220 miles	58	51	42	32	29	21	17	20	19	17	29	40	32	14	1.75	2.25	25.30	24.00	17.05
240 miles	59	52	43	33	30	22	18	21	20	18	30	41	33	15	1.80	2.30	25.40	24.50	17.30
260 miles	60	53	44	34	31	23	19	22	21	19	31	42	34	16	1.85	2.35	25.50	25.00	17.40
280 miles	61	54	45	35	32	24	20	23	22	20	32	43	35	17	1.90	2.40	26.00	25.50	17.50

ATLANTIC COAST LINE RAILROAD.  
COMMODITY RATES.

Distance.	Cotton, in Bales, Per 100 Pounds.	Cotton Seed and Cotton- seed Hulls.	C. L. 20,000 Pounds Mini- mum, Per Ton 2,000 Pounds.	Fertili- zers, C. L. 20,000 Pounds Mini- mum, Per Ton 2,000 Pounds.	Firewood, C. L., 10 Cords Mini- mum, Per Cord.	Molasses, in Hogs- heads or Barrels, O. R. L., Per 100 Pounds.	Naval Stores, Per 100 Pounds.			Tobacco, Leaf, in Hogs- heads or Tierces, Per 100 Pounds.
							Rosin, Tar and Pitch.	Crude Turpen- tine.	Spirits Turpen- tine.	
5 miles-----	9	C. L. \$ 0.60	L. C. L. \$ 0.75	\$ 0.60	\$ 0.50	4	4½	4½	5	7
10 miles-----	9	.70	.87½	.80	.50	5	4½	4½	5	8
15 miles-----	11	.80	1.00	1.00	.55	6	5	5	7½	9
20 miles-----	13	.80	1.00	1.10	.55	7	5¼	5¼	9	13
25 miles-----	14	.90	1.12½	1.20	.60	7	5¼	5¼	9	13
30 miles-----	15	.90	1.12½	1.20	.60	8	5¼	5¼	9	14
35 miles-----	16	.95	1.18¾	1.30	.70	8	5½	5½	10	15
40 miles-----	17	.95	1.18¾	1.30	.70	9	6	6	10¼	17
45 miles-----	18	1.00	1.25	1.40	.80	9	8	8	12½	17
50 miles-----	19	1.00	1.25	1.40	.80	10	8	8	12½	17
55 miles-----	20	1.05	1.31¼	1.50	1.00	10	8¼	8¼	13	18
60 miles-----	21	1.10	1.31¼	1.50	1.00	11	8½	8½	13	18
65 miles-----	22	1.10	1.37½	1.60	1.10	11	8½	8½	13¼	19
70 miles-----	22	1.15	1.37½	1.60	1.10	12	8½	8½	14	19
75 miles-----	23	1.15	1.43¾	1.70	1.20	12	8¾	8¾	15	19
80 miles-----	23	1.15	1.43¾	1.70	1.20	13	8¾	8¾	15	19
85 miles-----	24	1.20	1.50	1.80	1.30	13	8¾	8¾	15	20
90 miles-----	24	1.20	1.50	1.80	1.30	14	9	9	15½	20

100 miles-----	25	1.25	1.56 $\frac{1}{4}$	1.90	1.40	17	9	9	15 $\frac{1}{2}$	20
110 miles-----	26	1.30	1.62 $\frac{1}{2}$	2.00	1.50	17	9 $\frac{1}{4}$	9 $\frac{1}{4}$	15 $\frac{3}{4}$	21
120 miles-----	26	1.30	1.62 $\frac{1}{2}$	2.10	1.50	18	9 $\frac{1}{2}$	9 $\frac{1}{2}$	17	21
130 miles-----	28	1.35	1.68 $\frac{3}{4}$	2.20	1.55	19	9 $\frac{1}{2}$	9 $\frac{1}{2}$	19	22
140 miles-----	28	1.35	1.68 $\frac{3}{4}$	2.30	1.55	20	10	10	19	22
150 miles-----	29	1.40	1.75	2.40	1.60	20	10 $\frac{1}{4}$	10 $\frac{1}{4}$	20	23 $\frac{1}{2}$
160 miles-----	29	1.40	1.75	2.50	1.60	20	10 $\frac{1}{4}$	10 $\frac{1}{4}$	20	23 $\frac{1}{2}$
170 miles-----	32	1.45	1.81 $\frac{1}{4}$	2.55	1.65	20	10 $\frac{1}{2}$	10 $\frac{1}{2}$	21	24
180 miles-----	32	1.45	1.81 $\frac{1}{4}$	2.60	1.65	20	10 $\frac{1}{2}$	10 $\frac{1}{2}$	21	24
190 miles-----	34	1.50	1.87 $\frac{1}{2}$	2.65	1.70	20	11	11	22	24 $\frac{1}{2}$
200 miles-----	34	1.50	1.87 $\frac{1}{2}$	2.70	1.70	20	11	11	22	24 $\frac{1}{2}$
220 miles-----	35	1.55	1.93 $\frac{3}{4}$	2.75	1.75	21	11 $\frac{1}{4}$	11 $\frac{1}{4}$	22 $\frac{1}{2}$	25
240 miles-----	35	1.55	1.93 $\frac{3}{4}$	2.80	1.75	21	11 $\frac{1}{2}$	11 $\frac{1}{2}$	23	25
260 miles-----	36	1.60	2.00	2.85	1.80	22	12	12	23 $\frac{1}{2}$	25 $\frac{1}{2}$
280 miles-----	36	1.60	2.00	2.90	1.80	22	12 $\frac{1}{2}$	12 $\frac{1}{2}$	24	26

**SEABOARD AIR LINE RAILWAY.**  
**APPLICABLE BETWEEN ALL SEABOARD AIR LINE RAILWAY STATIONS.**  
**PASSENGER TARIFF—Commission's Standard Tariff.**  
**FREIGHT—Tariff as follows:**

Distances.	In Cents Per Hundred Pounds.																Per 100 Bbl. Lbs.	Per Ton 2,000 Lbs.		Per Car-load 20,000 Lbs.		‡Per Car-load 24,000 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P			
7 miles and under	12	10	9	8	6	6	6	6	5	5	6	6	10	4	\$ 0.70	\$ 0.85	\$ 9.00	\$ 8.00	5.00			
12 miles and over 7	18	15	12	10	8	8	7	7	6	6	9	9	12	5	.80	.95	10.00	9.00	6.50			
17 miles and over 12	22	18	15	12	9	9	8	8	7	7	9	11	14	6	.90	1.00	12.00	11.00	7.50			
22 miles and over 17	26	22	17	14	10	10	8	9	8	8	11	12	16	7	1.00	1.10	13.50	12.00	8.50			
27 miles and over 22	29	24	19	16	12	11	9	10	9	8	13	15	18	7	1.05	1.15	15.00	13.00	9.50			
32 miles and over 27	32	25	20	18	13	11	10	11	10	9	14	18	20	7	1.10	1.25	16.50	14.00	10.50			
37 miles and over 32	34	26	21	20	14	13	11	12	10	9	15	18	20	7½	1.20	1.35	18.00	15.00	11.50			
42 miles and over 37	36	27	25	22	14	13	11	13	10½	9	16	20	21	8	1.30	1.45	19.00	16.00	12.00			
47 miles and over 42	38	30	26	22	15	14	12	14	10½	10	17	22	21	8½	1.40	1.55	20.00	17.00	12.00			
52 miles and over 47	39	32	27	23	15	15	12	15	11	10	18	22	22	9	1.40	1.55	20.50	17.00	12.00			
57 miles and over 52	40	32	28	23	16	16	12	16	11	10	18	23	22	9	1.45	1.55	21.00	17.00	13.00			
62 miles and over 57	41	33	28	24	16	16	12	16	11½	11	19	23	23	10	1.50	1.60	22.00	17.00	13.00			
67 miles and over 62	42	34	29	24	17	17	13	17	11½	11	19	23	23	10	1.50	1.60	24.00	17.50	13.00			
72 miles and over 67	43	35	29	24	17	17	13	17	12	11½	20	23	24	11	1.55	1.60	24.00	17.50	14.00			
77 miles and over 72	45	37	30	24	18	18	13	17	12	12	20	24	24	11	1.55	1.65	24.00	18.00	14.00			
82 miles and over 77	45	39	31	25	18	18	13	18	13	13	20	24	26	11	1.60	1.65	26.00	18.50	14.00			
87 miles and over 82	46	40	33	25	19	18	13	18	13	13	21	24	26	12	1.60	1.70	28.00	19.00	15.00			
92 miles and over 87	47	41	34	26	19	19	14	18	13½	13	21	26	27	12	1.60	1.75	28.00	19.00	15.00			

97 miles and over 92	48	41	34	26	20	19	14	18	13½	13	21	26	27	12	1.65	1.75	29.00	19.00	15.00
100 miles and over 97	48	42	35	26	20	19	14	18½	14	13	21	26	28	12	1.65	1.75	29.00	20.00	16.00
110 miles and over 100	50	42	35	27	20	20	14	18½	14	13½	22	27	28	12	1.70	1.80	30.00	20.00	16.00
120 miles and over 110	52	43	35	27	21	20½	15	19	15	13½	27	27	30	12½	1.70	1.90	31.00	20.00	17.00
130 miles and over 120	54	44	36	28	21	20½	15	19	16	13½	23	27	32	12½	1.70	1.90	32.00	20.00	18.00
140 miles and over 130	56	46	36	28	22	21	16	19	16	14	24	28	32	13	1.70	1.95	33.00	21.00	18.00
150 miles and over 140	58	48	37	29	22	21	16½	19	17	14	24	29	34	13	1.75	2.00	34.00	21.00	19.00
160 miles and over 150	59	49	39	30	24	21	16½	20	17	15	25	29	34	13	1.80	2.05	34.00	21.00	19.00
170 miles and over 160	60	50	41	31	25	21	17	20	18	15	26	31	36	13	1.85	2.10	35.00	25.00	20.00
180 miles and over 170	61	51	42	32	28	21	17	21	18	15½	28	32	36	13	1.90	2.10	35.00	25.00	20.00
190 miles and over 180	62	52	43	33	29	22	17½	21	19	15½	29	33	38	13	1.90	2.15	37.00	27.00	21.00
200 miles and over 190	63	53	44	34	30	23	17½	22	19	16	30	34	38	13	1.95	2.20	38.00	28.00	21.00
210 miles and over 200	63	53	44	34	30	23	17½	22	20	17	30	34	40	13	1.95	2.20	38.00	28.00	22.00
220 miles and over 210	64	54	45	35	31	24	18	23	20	17	31	35	40	14	2.00	2.25	39.00	29.00	22.00
230 miles and over 220	64	54	45	35	31	24	18	23	21	18	31	35	42	15	2.00	2.30	39.00	29.00	23.00
240 miles and over 230	65	55	45	35	32	25	19	24	21	18	32	36	42	15	2.05	2.30	40.00	30.00	23.00
250 miles and over 240	65	55	45	36	32	25	19	24	22	19	32	36	44	16	2.05	2.35	40.00	30.00	23.00
260 miles and over 250	65	55	46	36	32	25	20	25	23	19	33	37	45	16	2.10	2.35	41.00	31.00	24.00
270 miles and over 260	66	56	46	36	33	26	20	25	23	19	33	37	45	16	2.10	2.35	41.00	31.00	24.00
280 miles and over 270	68	58	48	38	35	27	21	26	24	20	34	38	48	16	2.10	2.40	42.00	32.00	25.00
290 miles and over 280	68	58	48	38	35	27	21	26	24	20	34	38	48	16	2.15	2.40	42.00	32.00	25.00
300 miles and over 290	75	65	55	45	37	29	21	26	25	20	38	47	52	17	2.20	2.50	44.00	33.00	26.00
310 miles and over 300	75	65	55	45	37	29	21	26	25	20	38	47	52	17	2.20	2.50	44.00	33.00	26.00
320 miles and over 310	75	65	55	45	37	29	21	26	25	20	38	47	52	17	2.20	2.50	44.00	33.00	26.00
330 miles and over 320	75	65	55	45	37	29	21	26	25	20	38	47	52	17	2.20	2.50	44.00	33.00	26.00
340 miles and over 330	75	65	55	45	37	29	21	26	25	20	38	47	52	17	2.20	2.50	44.00	33.00	26.00

## SEABOARD AIR LINE RAILWAY—Continued.

Distances.	In Cents Per Hundred Pounds.												Per 100 Bbl. Lbs.		Per Ton 2,000 Pounds.		Per Car-load 20,000 Lbs.		† Per Car-load 24,000 lbs.
													F	K	L	M	N	O	
	1	2	3	4	5	6	A	B	C	D	E	H							
350 miles and over 340-----	78	68	58	48	40	31	32	28	28	21	41	51	55	17	\$ 2.30	\$ 2.80	\$45.00	\$34.00	\$ 27.00
360 miles and over 350-----	78	68	58	48	40	31	32	28	28	21	41	51	55	17	2.30	2.80	45.00	34.00	27.00
370 miles and over 360-----	78	68	58	48	40	31	32	28	28	21	41	51	55	17	2.30	2.80	45.00	34.00	27.00
380 miles and over 370-----	78	68	58	48	40	31	32	28	28	21	41	51	55	17	2.30	2.80	45.00	34.00	27.00

† Class P applies per car 24,000 lbs. on lumber, etc., and per car 25,000 lbs. on other articles taking Class P rating; all excess to be charged proportionately.

## SEABOARD AIR LINE RAILWAY.

## COMMODITY RATES.

Distances.	Per 1,000 Brick.	Per 100 lbs.	Per Ton 2,000 Pounds.						Per Cord.	Per 100 Pounds.				Per 100 lbs.	Per Pckge.	
			Cotton.	Cotton Seed and Cotton-seed Hulls.		Fertilizers.		Firewood, C. L. 10 cords minimum.		Molasses, in barrels or hogheads.	Rosin, pitch, tar and crude turpentine.	Spirits turpen- tine.	Tobacco, leaf, in hogheads.			Minimum charges for single ship- ments.
				C. L.	L. C. L. Packed.	C. L.	L. C. L.									
7 miles and under	\$ 0.90	9	\$ 0.60	\$ 0.75	\$ 0.60	\$ 0.72	\$ 0.50	4	4	8	7	15				
12 miles and over 7	1.00	9	.70	.87½	.80	.96	.50	5	4	8	8	15				
17 miles and over 12	1.10	11	.80	1.00	1.00	1.20	.55	5½	5	9	9	15				
22 miles and over 17	1.10	13	.80	1.00	1.10	1.32	.60	6	5	9	13	15				
27 miles and over 22	1.20	14	.90	1.12½	1.20	1.44	.60	6½	5½	12	13	16				
32 miles and over 27	1.30	15	.90	1.12½	1.20	1.44	.70	7	5½	12	14	16				
37 miles and over 32	1.35	16	.95	1.18¾	1.30	1.56	.70	7½	5½	12	15	16				
42 miles and over 37	1.40	17	.95	1.18¾	1.30	1.56	.80	8	5½	12	17	16				
47 miles and over 42	1.45	18	1.00	1.25	1.40	1.68	.80	8½	6	12	17	17				
52 miles and over 47	1.50	19	1.00	1.25	1.40	1.68	.80	9	6	13	17	17				
57 miles and over 52	1.55	20	1.05	1.31¼	1.50	1.80	1.00	9	6	13	18	18				
62 miles and over 57	1.60	21	1.10	1.31¼	1.50	1.80	1.00	10	6½	14	18	18				
67 miles and over 62	1.65	22	1.10	1.37½	1.60	1.92	1.10	10	6½	14	19	18				
72 miles and over 67	1.70	22	1.15	1.37½	1.60	1.92	1.10	11	6½	14	19	18				
77 miles and over 72	1.75	23	1.15	1.43¾	1.70	2.04	1.20	11	7½	15	19	18				
82 miles and over 77	1.80	23	1.15	1.43¾	1.70	2.04	1.20	12	7½	15	19	18				
87 miles and over 82	1.85	24	1.20	1.50	1.80	2.16	1.30	12	9	16	20	19				

SEABOARD AIR LINE RAILWAY—Continued.  
COMMODITY RATES.

Distances.	Per 1,000 Brick.	Per 100 lbs.	Per Ton 2,000 Pounds.						Per Cord.	Per 100 Pounds.				Per 100 lbs.	Per Pckge.	
			Brick, C. L. 10,000 brick, (See note.)	Cotton.	Cotton Seed and Cotton-seed Hulls.		Fertilizers.			Firewood, C. L., 10 cords, minimum.	Molasses, in barrels or hogsheds.	Naval Stores.				Tobacco, leaf, in hogsheds, or turkeys, or terebinth, or turpentine.
					C. L.	L. C. L. Packed.	C. L.	L. C. L.				Rosin, pitch, tar and crude turpentine.	Spirits turpentine.			
92 miles and over 97	\$ 1.90	24	\$ 1.20	\$ 1.50	\$ 1.80	\$ 2.16	\$ 1.30	13	9	16	20	19				
97 miles and over 92	1.95	25	1.25	1.56¼	1.90	2.28	1.40	14	9	16	20	19				
100 miles and over 97	2.00	25	1.25	1.56¼	1.90	2.28	1.40	14	10	16	20	19				
110 miles and over 100	2.10	26	1.30	1.62½	2.00	2.40	1.50	15	10	19	21	20				
120 miles and over 110	2.20	27	1.30	1.62½	2.10	2.52	1.50	16	10	19	21	20				
130 miles and over 120	2 30	28	1.35	1.68¾	2.20	2.64	1.55	17	11	21	22	21				
140 miles and over 130	2.40	29	1.35	1.68¾	2.30	2.76	1.55	18	11	21	22	21				
150 miles and over 140	2.50	30	1.40	1.75	2.40	2.88	1.60	18	11	21½	23½	22				
160 miles and over 150	2.60	31	1.40	1.75	2.50	3.00	1.60	19	12	22	23½	22				
170 miles and over 160	2.70	32	1.45	1.81¼	2.55	3.06	1.65	19	12	22	24	23				
180 miles and over 170		33	1.45	1.81¼	2.60	3.12	1.65	20	12½	22½	24	23				
190 miles and over 180		34	1.50	1.87½	2.65	3.18	1.70	20	13	23	24½	24				
200 miles and over 190		35	1.50	1.87½	2.70	3.24	1.70	20	13	23	24½	24				
210 miles and over 200		36	1.55	1.93¾	2.75	3.30	1.75	21	13	23	25	25				
220 miles and over 210		37	1.55	1.93¾	2.80	3.36	1.75	21	13½	23½	25	25				
230 miles and over 220		38	1.60	2.00	2.85	3.42	1.75	21	13½	23½	25	25				
240 miles and over 230		39	1.60	2.00	2.90	3.48	1.75	22	14	23½	25	25				

250 miles and over 240	40	1.65	2.06 $\frac{1}{4}$	2.95	3.54	1.80	22	14	24	25 $\frac{1}{2}$	25
260 miles and over 250	41	1.65	2.06 $\frac{1}{4}$	3.00	3.60	1.80	22	15	25	26	25
270 miles and over 260	42	1.70	2.12 $\frac{1}{2}$	3.05	3.66	1.80	22	15	25	26	25
280 miles and over 270	43	1.70	2.12 $\frac{1}{2}$	3.10	3.72	1.80	23	15	25	26	25
290 miles and over 280	44	1.75	2.18 $\frac{3}{4}$	3.15	3.78	---	23	16	26	26	25
300 miles and over 290	44	1.75	2.18 $\frac{3}{4}$	3.20	3.84	---	24	16	26	26	25
310 miles and over 300	45	1.80	2.25	3.25	3.90	---	24	17	27	27	25
320 miles and over 310	45	1.80	2.25	3.30	3.96	---	25	17	27	27	25
330 miles and over 320	45	1.85	2.31 $\frac{1}{4}$	3.35	4.02	---	25	18	27	27	25
340 miles and over 330	45	1.85	2.31 $\frac{1}{4}$	3.40	4.08	---	26	18	28	28	25
350 miles and over 340	45	1.90	2.37 $\frac{1}{2}$	3.45	4.14	---	26	18	28	28	25
360 miles and over 350	45	1.95	2.43 $\frac{3}{4}$	3.50	4.20	---	27	18	29	29	25
370 miles and over 360	45	1.95	2.43 $\frac{3}{4}$	3.55	4.26	---	27	18	30	30	25
380 miles and over 370	45	2.00	2.50	3.60	4.32	---	27	18	30	30	25

## Southern Railway Company.

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The Commissioners' Standard Passenger Tariff is applicable to all the roads operated by the Southern Railway with the exception of the South Carolina and Georgia Extension, which is authorized to charge  $3\frac{1}{2}$  cents per mile for first-class tickets and 3 cents for second-class tickets.

Atlanta and Charlotte Air Line, Charlotte, Columbia and Augusta, North Carolina Railroad, Piedmont Railroad, Western North Carolina Railroad (Salisbury to Old Fort), Western North Carolina Railroad (Asheville to Paint Rock).

Tariff as follows:

FREIGHT—Commissioners' Standard Tariff.

### OLD FORT TO ASHEVILLE.

FREIGHT—May add 10 per cent. to Commissioners' Standard Tariff.

### WESTERN NORTH CAROLINA RAILROAD (Murphy Division).

FREIGHT—May add 25 per cent. to Commissioners' Standard Tariff.

### ATLANTIC, TENNESSEE AND OHIO RAILROAD.

FREIGHT—May add 10 per cent. to Commissioners' Standard Tariff.

### ASHEVILLE AND SPARTANBURG DIVISION.

FREIGHT—May add 25 per cent. to Standard Tariff.

### HIGH POINT, RANDLEMAN, ASHBORO AND SOUTHERN.

FREIGHT—May add 10 per cent. to Commissioners' Standard Tariff.

## STATESVILLE TO TAYLORSVILLE.

FREIGHT—Tariff as follows:

Distance.	Per 100 Pounds.										Per Bbl.	Per 100 Pounds.			Per Ton 2,000 Pounds.			Per Car-load 20,000 Pounds.			
	1		2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.					
Five miles -----	15	12	10	8	6	5	5	5	5	5	5	6	10	8	7	5	\$ 0.75	\$ 0.90	\$ 8.00	\$ 7.00	\$ 6.00
Ten miles -----	18	17	15	12	10	9	6	9	8	8	6	10	14	12	10	5	.85	1.00	10.00	9.00	7.50
Fifteen miles -----	21	19	17	14	12	11	7	10	9	9	7	12	16	14	11	5½	.95	1.10	11.00	10.00	9.00
Twenty miles -----	23	21	19	16	13	12	8	11	10	10	8	13	18	16	12	6	1.00	1.20	12.00	12.00	10.00

## STATE UNIVERSITY RAILROAD.

FREIGHT—Tariff as follows:

Distance.	Per 100 Pounds.										Per Bbl.	Per 100 Pounds.			Per Ton 2,000 Pounds.			Per Car-load 20,000 Pounds.			
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M	N	O	P
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.		cts.	cts.	cts.	cts.	cts.	cts.	cts.			
Five miles or under-----	12	10	8	6	6	5	5	5	5	4	6	cts.	10	6	7	4	60	85	\$ 9.00	\$ 8.00	\$ 6.00
Ten miles or under-----	17	13	11	9	7	7	6	6	7	5	7	cts.	13	9	8	4½	70	90	10.00	9.00	7.00

**NORTHWESTERN NORTH CAROLINA DIVISION.****GREENSBORO TO WINSTON.**

FREIGHT—Commissioners' Standard Tariff.

**WINSTON TO WILKESBORO.**

FREIGHT—May add 25 per cent. to Commissioners' Standard Tariff.

**NORTH CAROLINA MIDLAND RAILROAD.**

FREIGHT—May add 25 per cent. to Commissioners' Standard Tariff.

**OXFORD AND CLARKSVILLE DIVISION.**

FREIGHT—May add 20 per cent. to Commissioners' Standard Tariff.

**OXFORD AND HENDERSON DIVISION.**

FREIGHT—May add 20 per cent. to Commissioners' Standard Tariff.

**YADKIN RAILROAD.**

FREIGHT—May add 25 per cent. to Commissioners' Standard Tariff.

SOUTHERN RAILWAY.  
ATLANTIC AND YADKIN RAILWAY.

FREIGHT—Tariff as follows:

Distances (Miles).	Per 100 Pounds.										Per Bbl.	Per 100 Pounds.				Per Ton 2,000 Pounds.				Per Car-load 20,000 Pounds.	
												F	H	J	K	L	M	N	O	P	
	1	2	3	4	5	6	A	B	C	D	E										
5 and under-----	12	10	8	6	6	5	5	5	5	4	6	10	6	7	4	\$ 0.60	\$ 0.85	\$ 9.00	\$ 8.00	\$ 5.00	
10 and under-----	18	14	12	10	9	7	7	7	7	6	9	14	12	8	5	.70	.95	11.00	10.00	6.50	
15 and under-----	21	18	16	14	11	8	7	8	8	7	11	16	14	9	5½	.75	1.00	12.00	11.00	7.50	
20 and under-----	24	20	17	15	12	9	8	9	9	8	12	18	15	10	6	.80	1.05	13.00	12.00	8.50	
25 and under-----	27	22	19	16	13	10	9	10	10	8	13	20	16	11	6½	.90	1.15	15.00	12.00	9.50	
30 and under-----	30	24	21	18	14	11	10	11	11	9	14	20	18	12	7	1.00	1.25	16.00	14.00	10.50	
35 and under-----	33	26	22	20	16	12	10	12	12	10	16	22	20	13	8	1.10	1.35	18.00	16.00	11.50	
40 and under-----	33	26	22	20	16	12	10	12	12	10	16	22	20	13	8	1.10	1.35	18.00	16.00	12.00	
45 and under-----	36	29	25	22	18	13	11	13	13	11	18	26	22	15	9	1.20	1.45	20.00	18.00	12.00	
50 and under-----	36	29	25	22	18	13	11	13	13	11	18	26	22	15	9	1.20	1.45	20.00	18.00	12.00	
55 and under-----	39	32	28	24	20	14	12	14	14	11	20	28	24	16	9	1.30	1.55	23.00	18.00	13.00	
60 and under-----	39	32	28	24	20	14	12	14	14	11	20	28	24	16	9	1.30	1.55	23.00	18.00	13.00	
65 and under-----	42	34	30	25	21	15	13	15	15	12	21	29	25	17	10	1.30	1.60	25.00	20.00	13.00	
70 and under-----	42	34	30	25	21	15	13	15	15	12	21	29	25	17	10	1.30	1.60	25.00	20.00	14.00	
75 and under-----	44	36	32	26	22	15	13	15	15	12	22	32	26	18	10	1.40	1.65	27.00	20.00	14.00	
80 and under-----	44	36	32	26	22	15	13	15	15	12	22	32	26	18	10	1.40	1.65	27.00	20.00	14.00	
85 and under-----	47	38	33	27	23	16	14	16	16	12½	23	32	27	19	10½	1.40	1.70	29.00	21.00	15.00	
90 and under-----	47	38	33	27	23	16	14	16	16	12½	23	32	27	19	10½	1.40	1.70	29.00	21.00	15.00	
95 and under-----	50	40	35	27	24	16	14	16	16	13	24	33	27	20	10½	1.50	1.75	30.00	21.00	15.00	

## ATLANTIC AND YADKIN RAILWAY—CONTINUED.

Distances (Miles).	Per 100 Pounds.											Per Bbl.		Per 100 Pounds.				Per Ton 2,000 Pounds.			Per Car-load 20,000 Pounds.			P
												F	H	J	K	L	M	N	O					
	1	2	3	4	5	6	A	B	C	D	E													
100 and under-----	50	40	35	27	24	16	14	16	16	13	24	33	27	20	10½	\$ 1.50	\$ 1.75	\$30.00	\$21.00	\$ 16.00				
110 and under-----	52	42	36	28	24	17	15	17	17	13	24	33	28	21	11	1.55	1.80	30.00	22.00	16.00				
120 and under-----	54	44	37	29	25	18	15	18	18	14	25	34	29	22	11	1.60	1.85	31.00	22.00	17.00				
130 and under-----	56	46	38	29	25	18	15	18	18	14	25	34	29	23	11½	1.65	1.90	32.00	23.00	18.00				
140 and under-----	58	47	38	30	26	19	16	19	19	14	26	35	30	23	12	1.70	1.95	33.00	24.00	18.00				
150 and under-----	59	48	39	30	26	19	16½	19	19	15	26	37	30	23½	12	1.75	2.05	34.00	24.00	19.00				
160 and under-----	59	49	39	31	27	20	17	20	19	15	27	39	31	23½	12½	1.85	2.10	34.00	25.00	19.00				
170 and under-----	60	50	41	31	27	20	17	21	20	16	27	40	31	24	12½	1.85	2.10	35.00	25.00	20.00				
180 and under-----	61	51	42	32	28	21	17	22	21	17	28	42	32	24	13	1.90	2.10	35.00	26.00	20.00				
190 and under-----	62	52	43	33	29	22	17½	22	21	17	29	43	33	24½	13½	1.90	2.15	37.00	27.00	21.00				
200 and under-----	63	53	44	34	30	23	17½	23	22	17½	30	44	34	24½	14	1.95	2.20	38.00	28.00	21.00				
210 and under-----	63	53	44	34	30	23	17½	23	22	17½	30	44	34	24½	14	1.95	2.20	38.00	28.00	22.00				
220 and under-----	64	54	45	35	31	24	18	23½	22½	18	31	45	35	25	14½	2.00	2.25	39.00	29.00	22.00				
230 and under-----	64	54	45	35	31	24	18	23½	22½	18	31	45	35	25	14½	2.00	2.25	39.00	29.00	23.00				
240 and under-----	66	56	46	37	33	25	18	24	23	18	33	46	37	25	15	2.05	2.30	40.00	30.00	23.00				
250 and under-----	66	56	46	37	33	25	18	24	23	18	33	46	37	25	15	2.05	2.30	40.00	30.00	23.00				
260 and under-----	68	58	48	38	34	26	19	25	24	19	34	47	38	26	16	2.10	2.35	41.00	31.00	24.00				
270 and under-----	68	58	48	38	34	26	19	25	24	19	34	47	38	26	16	2.10	2.35	41.00	31.00	25.00				

SOUTHERN RAILWAY.  
SOUTH CAROLINA AND GEORGIA EXTENSION.

PASSENGER—First-class, 3½ cents per mile; Second-class, 3 cents per mile.  
FREIGHT—Tariff as follows:

Distances.	Per 100 Pound.												Per Bbl.		Per 100 Pounds.			Per Ton 2,000 Pounds.			Per Car- load 20,000 Pounds.		Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P	R		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	s.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.					cts.		
For 5 miles or less-----	15	12	10	8	6	5	5	5	6	5	6	12	8	8	4½	\$0.70	\$0.80	\$9.00	\$8.00	\$7.00	5		
For 10 miles or over 5 miles-----	18	14	12	10	8	7	7	7	7	6	8	14	10	10	5	.75	.90	10.00	8.50	7.50	6		
For 15 miles or over 10 miles-----	21	17	15	12	10	8	8	9	8	7	10	14	12	12	5½	.90	1.05	11.00	9.35	8.00	7		
For 20 miles or over 15 miles-----	24	20	17	14	11	8	9	11	9	8	11	16	14	14	6	1.10	1.30	12.00	11.00	8.50	8		
For 25 miles or over 20 miles-----	27	22	18	15	12	10	10	13	10	8	12	18	15	15	7½	1.20	1.30	14.00	12.00	9.00	9		
For 30 miles or over 25 miles-----	30	24	20	17	13	12	11	14	11	9	13	19	17	16	8½	1.30	1.50	14.50	13.00	9.50	10		
For 35 miles or over 30 miles-----	33	26	21	18	14	13	12	15	12	10	14	24	18	17	9	1.35	1.75	15.00	13.50	10.00	11		
For 40 miles or over 35 miles-----	36	28	23	19	15	14	13	16	13	10	15	24	19	19	9	1.35	1.75	17.00	14.00	10.50	12		
For 50 miles or over 40 miles-----	38	32	26	22	17	15	14	17	14	11	17	25	22	22	10	1.40	1.90	19.00	14.00	11.00	13		
For 60 miles or over 50 miles-----	42	36	29	25	19	16	15	18	15	12	19	27	25	25	11	1.45	2.00	23.00	15.00	11.50	14		
For 70 miles or over 60 miles-----	46	39	32	27	21	17	16	19	15½	13	21	28	27	27	11	1.50	2.10	25.00	16.00	12.00	15		

Cotton (without percentage) 6th Class.

**WILMINGTON SEACOAST RAILROAD.**

PASSENGER—Special.

FREIGHT—Standard.

Clams—6 cents per 100 pounds (loaded by carriers).

5½ cents per 100 pounds (loaded by shippers).

Carriers' option as to loading.

**WASHINGTON AND PLYMOUTH RAILROAD**

PASSENGER TARIFF—One fare, 3 cents per mile.

FREIGHT TARIFF—Commissioners' Standard Tariff.

**ABERDEEN AND ASHBORO RAILROAD.**  
**FREIGHT TARIFF.**

Distance.	Per 100 Pounds.												Per Bbl.	Per 100 Pounds.				Per Ton.				Per Car-load 20,000 Pounds.				Cotton, in Bales.	Rosin, Per 100 Pounds.	Lumber, Per 100 Pounds, 24,000 Lbs Minimum.	Spirits Turpentine, in Barrels, Per 100 Lbs.								
	1		2		3		4		5		6			A		B		C		D		E		F	H					J	K	L		M	N	O	P
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.									cts.	cts.				
5 miles and under	10	9	8	7	6	5	5	5	5	6	5	6	10	7	9	4	\$0.70	\$0.85	\$8.00	\$7.00	\$5.00	6	2	11½	3												
13 miles and over	14	13	12	10	8	7	6½	7	7	6	9	12	11	11	5½		.75	.90	9.00	8.00	6.00	8	2½	2	3¾												
20 miles and over	16	15	14	12	9	8	7	8	8	7	10	15	12	12	6		.80	.95	10.00	9.00	7.20	10	3½	2½	5												
25 miles and over	18	17	15	13	11	9	8	9	9	8	12	17	14	13	6½		.90	1.00	11.00	10.00	8.40	12	4	3	6¼												
30 miles and over	20	18	16	15	13	10	8	10	10	8	13	18	15	14	7		1.00	1.10	12.00	11.00	9.00	13	5	3¾	7												
35 miles and over	22	19	17	16	14	11	9	11	10	9	13	18	16	15	7		1.00	1.25	13.00	11.00	9.50	14	5	3½	7½												
40 miles and over	22	20	18	17	14	12	10	12	11	10	14	20	18	16	8		1.10	1.25	15.00	13.00	11.00	16	7	4	8												
45 miles and over	24	21	20	18	15	12	10	12	11	10	15	20	18	16	8		1.10	1.25	15.00	15.00	12.00	16	7	4½	8½												
50 miles and over	24	21	20	18	15	12	10	12	11	10	15	20	18	16	8		1.15	1.25	15.00	15.00	12.00	16	7	4½	8½												
60 miles and over	24	22	21	19	15	12	10	12	11	10	15	20	18	16	8		1.15	1.25	15.00	15.00	12.00	16	7	4½	8½												

**ABERDEEN AND ROCKFISH RAILROAD.**  
**FREIGHT TARIFF.**

Miles.	From Aberdeen To—	Per 100 Pounds.																Per Bbl.	Per 100.			Car-load 20,000.					Cotton in Bales Per 100 Lbs.	Guano Per Ton.	Rosin Per 100 Lbs.	Lum- ber Per 100 Lbs.	Spirits Per Barrel.
		Per 100.																	Per Ton.			Car-load 20,000.									
		1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L		M	N	O	P									
4	Leavitt	10	9	8	7	6	5	5	5	6	5	6	9	7	9	4	40	60	\$7.00	\$6.00	\$5.00	Standard.	Standard.	2	3 cents.	10					
6	Junction	12	11	10	9	7	6	6	6½	6	5	9	10	11	11	5½	60	70	8.00	7.00	6.00						2½	15			
10	Montrose	13	12	11	10	8	7	7	7	6½	6	10	12	12	12	6	70	80	9.00	8.00	7.00						2½	15			
12	Endon	14	13	12	11	8	7½	7	7	7	6	11	13	13	13	7	80	90	9.00	8.00	7.00						2½	15			
19	RaeFord	16	15	14	12	9	9	8	8	8	7	12	14	14	14	8	85	95	10.00	9.00	8.00						3½	20			
32	Townsend																														

**ATLANTIC AND WESTERN RAILROAD.**

PASSENGER TARIFF—May charge 10 cents between Sanford and Jonesboro. Trunks 10 cents each.  
FREIGHT—Tariff as follows:

Distance.	Per 100 Pounds.												Per Bbl.	Per 100 Pounds.			Per Ton 2,000 Lbs.		Per Car-load 20,000 Pounds.				Cotton.	Rosin.	Spirits Tur- pentine.			
														F	E	D	C	B	A	6	5	4				3	2	1
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.																
5 miles and under	10	9	8	7	6	5	5	5	5	5	6	10	7	7	3	50	50	\$ 5.00	\$ 5.00	\$ 5.00	cts.	cts.	cts.					

## RELATION OF RAILROAD COMPANIES TO TARIFFS.

97

Distance.	Per 100 Pounds.												Per Bbl.	Per 100 Pounds.			Per Ton 2,000 Pounds.			Per Car-load 20,000 Pounds.		*
														F	H	K	L	M	N	O		
	1	2	3	4	5	6	A	B	C	D	E											
5 miles and under-----	15	12	10	8	6	5	5	5	5	6	5	6	10	8	4½	\$ 0.60	\$ 12.00	\$ 9.00	\$ 5.00			
10 miles and over-----	18	14	12	10	8	7	7	7	7	8	5	8	12	10	5	.65	13.00	10.00	6.50			
15 miles and over-----	21	17	15	12	10	8	8	9	8	6	10	14	12	5½	.70	.75	14.00	11.00	7.50			
20 miles and over-----	24	20	17	14	11	9	9	11	9	6	11	16	14	6	.75	.80	15.00	12.00	8.50			
25 miles and over-----	27	22	18	15	12	10	10	13	10	6	12	18	15	6	.90	.95	16.00	12.00	9.50			
30 miles and over-----	30	24	20	17	13	12	11	14	11	6½	13	20	17	6½	.95	1.00	17.00	13.00	10.50			
35 miles and over-----	30	25	20	18	15	15	15	15	16	6½	15	20	18	6½	1.00	1.05	17.00	13.00	11.50			
40 miles and over-----	30	25	20	18	15	15	15	15	16	7	15	21	18	7	1.05	1.10	17.00	14.00	12.00			
45 miles and over-----	32	27	22	20	17	15	15	15	17	7	16	21	20	7	1.05	1.15	17.00	14.00	12.00			
50 miles and over-----	34	29	24	21	19	15	15	15	18	7	19	22	21	7	1.10	1.20	18.00	14.00	12.00			
55 miles and over-----	36	30	25	22	20	15	15	15	19	7	20	22	22	7	1.10	1.20	18.50	14.00	13.00			
60 miles and over-----	38	32	26	23	20	15	15	15	19	7	20	23	23	7½	1.10	1.20	20.00	15.00	13.00			
65 miles and over-----	39	33	27	24	21	16	16	16	20	8	21	23	24	8	1.15	1.25	20.50	15.00	13.00			
70 miles and over-----	40	34	28	25	21	17	17	17	21	9	21	24	25	9	1.15	1.25	21.00	15.50	14.00			
75 miles and over-----	42	35	29	26	22	19	18	19	22	11	22	24	26	10	1.15	1.25	21.50	15.50	14.00			
80 miles and over-----	43	36	30	27	23	20	19	20	23	11	23	26	27	11	1.20	1.30	22.00	16.00	14.00			
85 miles and over-----	45	38	31	28	24	21	20	21	24	12	24	26	28	12	1.20	1.30	23.00	16.50	15.00			
90 miles and over-----	46	39	32	29	25	22	20	22	25	13	25	26	29	13	1.20	1.30	24.00	17.00	15.00			
95 miles and over-----	47	40	33	30	26	23	20	23	26	14	26	27	30	14	1.20	1.30	24.00	17.50	15.00			

\* A car-load of lumber (and all articles embraced in lumber) is 24,000 pounds. A car-load of any article enumerated in Class P, except lumber and articles included in lumber, is 25,000 pounds.

For all distances over five (5) miles and under ninety-five (95) miles the following rule will apply: When the mileage does not end in 0 or 5 the nearest mileage so ending shall govern the rate. For a distance of 27 miles charge for 25 miles; for a distance of 28 miles charge for 30.

## COMMODITY RATES.

Distance.	Brick, Common, C. L., 25,000 lbs. Per 1,000.	Cotton in Bales, Per Bale.	Cotton Seed and Cotton- seed Hulls.		Fertilizers, C. L., 20,000 lbs. mini- mum, Per ton 2,000 pounds.	Firewood, C. L., 10 cords mini- mum, Per Cord.	Molasses, in Hhds. or Bbls., O. R. L., Per 100 lbs.	Naval Stores, Per 100 Lbs.			Tobacco, Leaf, in Hhds. or Tierces, Per 100 lbs.
			C. L.	L. C. L.				Rosin, Tar and Pitch.	Crude Tur- pentine.	Spirits Tur- pentine.	
5 miles	\$ 1.00	30	\$ .60	\$ .75	\$ .60	\$ .50	4	4½	4½	5	5
10 miles	1.00	35	.70	.87½	.80	.50	5	4½	4½	5	6
15 miles	1.10	50	.80	1.00	1.00	.55	6	5	5	7½	8
20 miles	1.15	60	.80	1.00	1.05	.55	7	5¼	5¼	9	10
25 miles	1.20	65	.90	1.12½	1.10	.60	7	5¼	5¼	9	15
30 miles	1.25	65	.90	1.12½	1.10	.60	8	5¼	5¼	9	15
35 miles	1.30	65	.95	1.18¾	1.15	.70	8	5½	5½	10	15
40 miles	1.35	65	.95	1.18¾	1.15	.70	9	6	6	10¼	15
45 miles	1.40	70	1.00	1.25	1.25	.80	9	8	8	12½	17
50 miles	1.45	70	1.00	1.25	1.25	.80	10	8	8	12½	18
55 miles	1.50	75	1.05	1.31¼	1.25	1.00	10	8¼	8¼	13	18
60 miles	1.50	75	1.10	1.31¼	1.25	1.00	11	8½	8½	13	20
65 miles	1.55	75	1.10	1.37½	1.35	1.10	11	8½	8½	13¾	20
70 miles	1.60	80	1.15	1.37½	1.35	1.10	12	8½	8½	14	20
75 miles	1.65	80	1.15	1.43¼	1.45	1.20	12	8¾	8¾	15	20
80 miles	1.70	80	1.15	1.43¼	1.45	1.20	13	8¾	8¾	15	20
85 miles	1.75	85	1.20	1.50	1.55	1.30	13	8¾	8¾	15	21
90 miles	1.80	85	1.20	1.50	1.55	1.30	14	9	9	15½	21
95 miles	1.80	85	1.25	1.56¼	1.60	1.40	17	9	9	15½	21

For all distances over five (5) miles and under ninety-five (95) miles the following rule will apply: When the mileage does not end in 0 or 5 the nearest mileage so ending shall govern the rate. ILLUSTRATION—For a distance of 27 miles charge for 25 miles; for a distance of 23 miles charge for 30 miles, Brick, less than car-load, 25 per cent. higher. Fertilizers, less than car-load, 20 per cent. higher.

CAROLINA AND NORTHWESTERN.

PASSENGER—First-class, 3½ cents per mile; Second-class, 3 cents per mile.

**FREIGHT—Tariff as follows:**

Distance.	Per 100 Pounds.											Per Bbl.		Per 100 Pounds.		Per Ton.		Per Car-load 15,000 Pounds.			Per 100 Lbs.	Per Ton.
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P	R	T
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.							cts.
6 miles and under	12	11	10	9	8	7	7	7	7	6	8	12	7	5	5	\$ 0.38	\$ 0.90	\$ 7.00	6.50	\$ 4.00	7	\$1.20
12 miles and over 6	16	14	12	10	9	8	8	8	8	7	9	16	10	9	6	.50	1.00	7.50	6.75	5.25	8	1.60
20 miles and over 12	25	22	19	17	13	12	10	12	9	8	13	18	17	10	8	.60	1.15	9.75	8.25	6.00	9	1.85
30 miles and over 20	33	30	26	24	17	16	12	16	10	9	17	20	24	15	9	.70	1.30	11.25	9.00	6.75	10	1.95
40 miles and over 30	37	33	29	27	19	18	13	18	11	10	19	22	27	20	9½	.80	1.45	13.75	9.75	7.50	11	2.05
50 miles and over 40	41	36	32	29	21	19	14	19	12	11	21	24	29	23	10	.90	1.60	14.25	10.50	7.88	11½	2.15
60 miles and over 50	44	39	33	30	22	20	14½	19½	13	12	22	26	30	24	10½	1.00	1.70	15.75	11.25	8.25	12	2.20
70 miles and over 60	47	42	34	31	23	20½	15	20	14	13	23	28	31	25	11	1.05	1.80	17.25	12.00	8.63	12½	2.25
80 miles and over 70	50	45	35	32	24	21	15½	20½	15	13	24	30	32	26	11¼	1.10	1.90	18.75	12.75	9.00	13	2.30
90 miles and over 80	53	46	36	33	25	21½	16	20¾	16	14	25	32	33	27	11½	1.15	2.00	19.50	13.50	10.25	13½	2.35
100 miles and over 90	55	47	37	34	26	22	16¼	21	17	14½	26	34	34	28	11¾	1.20	2.10	20.25	14.25	10.50	14	2.38

ABERDEEN AND  
PASSENGER

[illegible]



## CARTHAGE RAILROAD.

PASSENGER—Special tariff. See file.  
FREIGHT—Tariff as follows:

Stations.	Per 100 Pounds.												Per Bbl.		Per 100 Pounds.				Per Ton 2,000 Pounds.					Turpentine.	Rosin.	Cotton.
													F	H	J	K	L	M	Per Car-load 20,000 Pounds.							
	1	2	3	4	5	6	A	B	C	D	E					N	O	P								
Kelly	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.					cts.	cts.	cts.			
Carthage	10	9	8	7	6	5	5	5	5	5	6	10	7	7	3	50	50	\$5.00	\$5.00	\$5.00		2	6			
Hannon																										
Curriesville	15	13	12	11	8	7	7	7	7	7	7	14	10	10	5	60	70	7.00	7.00	7.00		5	8			
Harrison																										

## DURHAM AND CHARLOTTE RAILROAD COMPANY.

## FREIGHT TARIFF.

Distance.	Per 100 Pounds.												Per Bbl.		Per 100 Pounds.			Per Ton 2,000 Pounds.			Per Car-load 20,000 Pounds.			Cotton in Bales, Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P				
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.		
5 miles and under	15	12	10	8	8	6	6	6	5	8	12	9	8	5	5	65	\$0.90	\$ 9.00	\$ 8.00	\$ 5.00	6			
10 miles and over 5 miles	20	16	14	12	10	8	7	8	8	7	10	15	13	9	6	75	1.00	11.00	10.00	6.00	8			
15 miles and over 10 miles	23	19	17	15	12	9	8	9	9	8	12	17	15	10	6	80	1.05	12.00	11.00	7.20	10			
20 miles and over 15 miles	26	21	18	16	13	10	9	10	10	8	13	19	16	11	6½	85	1.10	13.00	12.00	8.40	12			

PASSENGER—Special.

## CAPE FEAR AND NORTHERN RAILWAY COMPANY.

## CLASS RATES.

## FREIGHT.

Distance.	Per 100 Pounds.												Per Bbl.	Per 100 Lbs.	Per Ton 2,000 Pounds.		Per Car-load, Weights as Per Classification.			
	1	2	3	4	5	6	A	B	C	D	E	H			K	L	M	N	O	P
7 miles and under	14	12	9	7	7	6	6	6	6	4½	7	7	11½	4½	\$ .70	\$ .90	\$10.00	\$ 9.00	\$ 7.00	
12 miles and over 7	18	13	11	9	8	7	6½	6½	7	5	9	9	13	5	.75	.95	11.00	10.00	7.50	
17 miles and over 12	21	16	14	11	9	7½	7	7½	7½	6	10	11	15	5½	.80	1.00	12.00	10.50	8.50	
22 miles and over 17	27	20	18	14	12	9	8	9	9	7	12	14	18	6	.90	1.15	14.00	11.00	10.00	
27 miles and over 22	30	24	20	16	13	10	8	10	10	8	13	16	20	7	1.00	1.25	16.00	12.00	10.50	
32 miles and over 27	33	26	22	18	14	11	9	11	10½	9	14	18	21	8	1.20	1.35	18.00	14.00	12.00	
37 miles and over 32	36	28	24	20	15	12	10	12	10½	9	15	20	21	8	1.20	1.45	20.00	16.00	12.00	

CAPE FEAR AND NORTHERN RAILWAY COMPANY—Continued.  
COMMODITY RATES.

Distance.	Per 1,000 Brick.	Per 100 Pounds.	Per Ton 2,000 Pounds.		Per Cord.	Per Ton 2,000 Pounds.		Minimum Charge for Single Shipments.
	Brick, C. L. 10,000 Brick, Min. (See note.)	Cotton in Bales.	Cotton Seed.		Fire Wood, C. L. 10 Cords Minimum.	Fertilizers.		
			C. L. 20,000 Lbs. Min.	L. C. L. Packed.		C. L. 30,000 Lbs. Min.	L. C. L.	
7 miles and under	\$ .90	11	\$ .60	\$ .75	50	\$ .60	\$ .72	15
12 miles and over 7	1.00	11	.70	.90	50	.80	.96	15
17 miles and over 12	1.10	15	.80	1.00	55	1.00	1.20	15
22 miles and over 17	1.10	16	.90	1.10	60	1.10	1.32	15
27 miles and over 22	1.20	17	.90	1.12½	60	1.20	1.44	16
32 miles and over 27	1.30	18	.95	1.18¾	60	1.20	1.44	16
37 miles and over 32	1.35	19	1.00	1.25	70	1.30	1.56	16

NOTE.—When cars are furnished which will not load 10,000 brick, actual weight, but not less than marked capacity of car, shall be charged for, estimating the weight at 5,000 pounds per 1,000 brick.

## CAPE FEAR AND NORTHERN RAILWAY COMPANY—Continued.

MILEAGE TABLE, TO BE USED IN CONNECTION WITH RATES SHOWN IN PRECEDING TABLES.

Stations.	Apex.	Holly Springs.	Wilbon.	Blanchard.	Varina.	Holland.	Angier.	Barclaysville.	Coats.	Turlington.	Duke.
Apex-----	0	6	10	12	13	15	20	24	29	32	36
Holly Springs-----	6	0	4	6	7	9	14	18	23	26	30
Wilbon (Duketon)-----	10	4	0	2	3	5	10	14	19	22	26
Blanchard-----	12	6	2	0	1	3	8	12	17	20	24
Varina-----	13	7	3	1	0	2	7	11	16	19	23
Holland-----	15	9	5	3	2	0	5	9	14	17	21
Angier-----	20	14	10	8	7	5	0	4	9	12	16
Barclaysville-----	24	18	14	12	11	9	4	0	5	8	12
Coats-----	29	23	19	17	16	14	9	5	0	3	7
Turlington-----	32	26	22	20	19	17	12	8	3	0	4
Duke-----	36	30	26	24	23	21	16	12	7	4	0

EAST CAROLINA RAILWAY.  
FREIGHT TARIFF.

Stations.	Per 100 Pounds.												Per Bbl.		Per 100 Pounds.		Per Car-load 20,000 Pounds.				Wood, C. L., 10 Cords Min., Per Cord.	Cotton in Bales, 20,000 Lbs. Min., Per 100 Pounds.	Cotton Seed, C. L., 20,000 Lbs. Min., Per Ton 2,000 Lbs.	Fertilizer, C. L., 10 Tons Min., Per Ton 2,000 Lbs.	Leaf Tobacco in Hhds. or Tierces, Per 100 Pounds.
	Per 100 Pounds.												Per Bbl.		Per Car-load 20,000 Pounds.										
	Per 100 Pounds.												Per Bbl.		Per Car-load 20,000 Pounds.										
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P						
Tarboro to—	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$0.70	\$0.95	\$10.00	\$9.00	\$6.00	\$5.00	50	6	\$0.70	\$0.70	6
Henrietta	14	12	10	7	7	6	6	6	5	7	12	7	5		.80	1.05	11.00	9.50	6.50	6.50	50	6	.80	.80	6
Daviston	19	14	12	10	9	8	7	7	7	6	9	13	10	6	1.00	1.15	12.00	10.00	7.50	7.50	55	9	1.00	1.00	9
Pinetops	21	16	14	11	10	9	9	8	7	10	15	12	7	8	1.15	1.25	13.10	11.00	8.50	8.50	60	12	1.15	1.15	11
Macclesfield	24	18	16	13	12	10	9	9	8	12	17	14	8												
Henrietta to—																									
Tarboro	14	12	10	7	7	6	6	6	6	5	7	12	7	5	.70	.95	10.00	9.00	6.00	4.00	50	6	.70	.70	6
Daviston																									
Pinetops																									
Macclesfield	19	14	12	10	9	8	7	7	7	6	9	13	10	6	.80	1.05	11.00	9.50	6.50	6.50	50	6	.80	.80	6
Daviston to—																									
Henrietta	14	12	10	7	7	6	6	6	6	5	7	12	7	5	.70	.95	10.00	9.00	6.00	4.00	50	6	.70	.70	6
Pinetops																									
Tarboro	19	14	12	10	9	8	7	7	7	6	9	13	10	6	.80	1.05	11.00	9.50	6.50	6.50	50	6	.80	.80	6
Macclesfield																									
Pinetops to—																									
Macclesfield	14	12	10	7	7	6	6	6	6	5	7	12	7	5	.70	.95	10.00	9.00	6.00	4.00	50	6	.70	.70	6
Daviston																									
Henrietta	19	14	12	10	9	8	7	7	7	6	9	13	10	6	1.00	1.15	12.00	10.00	7.50	7.50	55	9	1.00	1.00	9
Tarboro	21	16	14	11	10	9	9	8	7	10	15	12	7	8	1.15	1.25	13.10	11.00	8.50	8.50	60	12	1.15	1.15	11

Macclesfield to—

Pinetops-----	14	12	10	7	7	6	6	6	5	7	12	7	5	.70	10.00	9.00	6.00	5.00	50	6	.70	6
Daviston-----	19	14	12	10	7	8	7	7	6	9	13	10	6	.80	11.00	9.50	6.50	6.50	50	6	.80	6
Henrietta-----	21	16	14	11	9	9	9	9	8	7	10	15	12	7	1.00	12.00	10.00	7.50	55	9	1.00	9
Tarboro-----	24	18	16	13	10	10	9	9	8	12	17	14	8	1.15	13.00	11.00	8.50	8.50	60	12	1.15	11

## NORTHAMPTON AND HERTFORD RAILROAD.

PASSENGER TARIFF—Special. See file.

## FREIGHT TARIFF.

Distance.	Per 100 Pounds.												Per Bbl.	Per 100 Lbs.			Per Ton.			Per Car-load.		
	1	2	3	4	5	6	A	B	C	D	E	F		H	K	L	M	N	O	P		
7 miles and under-----	\$0.14	\$0.12	\$0.10	\$0.07	\$0.07	\$0.08	\$0.06	\$0.06	\$0.05	\$0.04½	\$0.07	\$0.10	\$0.07	\$0.03½	\$0.65	\$0.70	\$7.00	\$8.00	\$5.00			
12 miles and under-----	.16	.14	.13	.11	.09	.08	.07	.07	.06	.05½	.09	.11	.10	.04½	.75	.50	9.00	9.00	6.50			

## SOUTH AND WESTERN RAILWAY.

PASSENGER TARIFF—First class, 5 cents per mile; second class, 4 cents per mile.

FREIGHT—May add 50 per cent. to Commissioners' Standard Tariff.

## RALEIGH AND WESTERN RAILWAY.

PASSENGER—First class, 4 cents per mile; second class, 3 cents per mile.

## STANDARD FREIGHT TARIFF FOR TEN (10) MILES DISTANCE.

1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.			
18	13	11	9	8	7	6	6	6	5	8	12	9	5	70	95	\$ 10.00	\$ 9.00	\$ 6.50

## ATLANTA, KNOXVILLE AND NORTHERN RAILROAD.

PASSENGER—3 cents per mile.  
FREIGHT—Tariff as follows:

Distance.	Per 100 Pounds.												Per Bbl.	Per 100 Pounds.						Per Ton.		Per Car.				Per 100 Lbs.
	Per 100 Pounds.													Per 100 Pounds.						Per Ton.		Per Car.				
	1	2	3	4	5	6	A	B	C	D	E	F		G	H	J	K	L	M	N	O	P	R			
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.			
5 miles-----	15	14	12	10	9	7	6	5	4½	4	5	9	3	10	10	5	44	\$0.65	\$6.25	\$6.60	\$5.00	8				
10 miles-----	20	17	14	12	11	10	9	8	5½	5	6	11	4	12	12	6	62	1.00	8.10	6.60	6.28	8				
15 miles-----	23	20	18	15	13	11	10	9	6½	5½	7	11	4½	15	15	6	68	1.05	9.35	10.80	7.50	9				
20 miles-----	25	22	20	17	15	12	11	10	6½	6	8	13	6	17	16	7	75	1.10	10.00	12.00	8.75	9				
25 miles-----	28	25	22	20	16	14	12	11	7½	7	9	15	7	20	17	8	79	1.15	11.25	13.20	10.00	10				

**NORFOLK AND SOUTHERN RAILROAD COMPANY.**  
**CLASS AND COMMODITY RATES.**

Distance (Miles.)	Per 100 Pounds.											Per Bbl.	Per 100 lbs.		Molasses, Per Bbl.	Oil and Coal, Per Bbl.	Pork and Beef, Salted, Per Bbl.	Sugar, Per Bbl.	Vinegar, Per Bbl.		
													F	H						K	
	1	2	3	4	5	6	A	B	C	D	E										
Under 5	12	10	8	6	5	4	4	4	4	4	5	8	5	4	30	20	15	15	20		
5 and under 10	15	12	10	8	6	5	5	5	5	5	6	10	6	5	35	25	20	20	25		
10 and under 15	20	15	12	10	8	7	7	7	6	6	8	12	8	6	40	30	25	25	30		
15 and under 20	25	20	15	12	10	8	8	8	7	7	10	14	10	7	45	35	30	30	35		
20 and under 30	30	25	20	15	12	10	10	10	8	8	12	16	12	8	50	40	35	35	40		
30 and under 50	35	30	25	20	15	12	12	12	9	9	15	18	15	9	52	42	37	37	42		
50 and under 70	38	33	28	22	17	14	14	14	10	10	17	20	17	10	55	45	40	40	45		
70 and under 80	40	35	30	23	18	15	15	15	11	11	18	22	18	11	55	47	42	42	47		
80 and under 110	45	38	33	25	20	17	17	17	13	13	20	25	20	12	60	50	45	45	50		

Passenger Tariff—Commissioners' Standard Tariff.

## NORFOLK AND SOUTHERN RAILROAD COMPANY—Continued.

## CAR-LOAD RATES.

Distance (Miles.)	CAR-LOAD RATES.										
	Brick, C. L. minimum 20,000 lbs. Per 2,000 lbs.	Coal, C. L. minimum 20,000 lbs. Per 2,000 lbs.	Fertilizer and Agricultural Lime, C. L. minimum 20,000 lbs. Per 2,000 lbs.	Hay, C. L. minimum 20,000 lbs. Per 2,000 lbs.	Household Goods and Old Furniture. Value limited to \$5 per 100 lbs. and so expressed in Bill of Lading. Per 2,000 lbs.	Ice, C. L. minimum 20,000 lbs. Per 2,000 lbs.	Live Stock—Horses, Cattle, etc., C. L. minimum 20,000 lbs. Per Car.	Logs, Mill (Pine, Poplar, Cypress), C. L. minimum 4,000 feet. Per 1,000 feet.	Lumber, Laths, Last Blocks, Holly Logs, Piling, Posts, Staves, Shingles, Tim- ber, Barrel and Box Material, etc., C. L. minimum 20,000 lbs. Per 2,000 lbs.	Salt, C. L. minimum 20,000 lbs. Per 2,000 lbs.	Wood, Cord, C. L. minimum 10 Cords. Per Cord.
Under 5	1.25	1.25	1.25	2.25	2.25	1.25	22.50	3.12½	1.40	1.25	1.25
5 and under 10	1.00	1.00	1.00	2.00	1.75	1.00	17.50	2.25	1.00	1.00	1.00
10 and under 15	.90	.90	.90	1.50	1.50	.90	15.00	2.00	.80	.90	.90
15 and under 20	.80	.80	.80	1.25	1.25	.80	12.50	1.87½	.75	.80	.80
20 and under 30	.75	.75	.75	1.10	1.10	.75	10.00	1.75	.70	.70	.75
30 and under 50	.70	.70	.60	.75	.60	.60	7.50	1.50	.60	.60	.70
50 and under 70	.60	.50	.50	.60	.50	.50	6.00	1.25	.50	.50	.60
70 and under 80	.50	.40	.40	.50	.50	.40	\$ 5.00	1.00	.40	.40	.50
80 and under 110	.40	.40	.40	.50	.50	.40	\$ 5.00	1.00	.40	.40	.50

## CALDWELL AND NORTHERN RAILROAD COMPANY.

## TARIFF.

PASSENGER TARIFF.	Amount.
Lenoir to Caldwell Mills -----	\$0.05
Lenoir to Martin's -----	.10
Lenoir to Olivet-----	.20
Lenoir to Coffey's -----	.25
Lenoir to Collettsville -----	.30
FREIGHT RATES.	
Lumber—Collettsville to Lenoir, per car-----	6.00
Olivet to Lenoir, per car-----	5.00
Other freights, per 100 pounds-----	.10

## NORFOLK AND WESTERN RAILROAD—Lynchburg and Durham Division.

PASSENGER—First-class, 3½ cents per mile; Second-class, 3 cents per mile. May charge 10 cents as a minimum rate for second-class tickets.  
 FREIGHT—Tariff as follows:

Distance (Miles.)	Per 100 Pounds.											Per Ebl.					Per 100 Pounds.					Per Ton 2,000 Pounds.			Per 100 Lbs. C L 20,000 Lbs.		In Any Quan- tity.
	Per 100 Pounds.											Per Ebl.					Per 100 Pounds.					Per Ton 2,000 Pounds.			Per 100 Lbs. C L 20,000 Lbs.		
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	Household Goods, Live Stock.	Cement, Plaster, Salt.	Leaf Tobacco (Prized), Hogs- heads or Tierces.					
5 and under	\$0.09	\$0.07	\$0.06	\$0.04	\$0.04	\$0.03	\$0.03	\$0.04	\$0.03	\$0.03	\$0.04	\$0.06	\$0.05	\$0.10	\$0.05	\$0.50	\$0.60	\$0.06	\$0.05	\$0.10							
10 and over 5	.13	.11	.09	.06	.05	.04	.04	.05	.04	.05	.05	.08	.06	.12	.05	.75	.80	.06	.05	.12							
15 and over 10	.18	.15	.12	.08	.06	.05	.05	.06	.05	.06	.06	.12	.08	.12	.05	.75	.80	.08	.05	.12							
20 and over 15	.20	.17	.13	.09	.07	.06	.06	.07	.06	.06	.07	.12	.11	.14	.06	1.00	1.10	.09	.06	.14							
25 and over 20	.21	.18	.14	.09	.08	.07	.06	.07	.07	.06	.08	.14	.11	.14	.06	1.00	1.10	.09	.07	.14							
30 and over 25	.23	.20	.16	.10	.09	.08	.06	.08	.08	.06	.09	.16	.11	.14	.06	1.00	1.10	.09	.07	.14							
35 and over 30	.28	.23	.18	.12	.11	.09	.08	.10	.09	.07	.11	.18	.12	.15	.07	1.10	1.20	.10	.07	.15							
40 and over 35	.30	.26	.20	.13	.12	.10	.09	.11	.10	.08	.12	.20	.13	.16	.08	1.15	1.30	.11	.08	.16							
45 and over 40	.33	.28	.22	.14	.12	.10	.09	.11	.10	.09	.12	.20	.14	.16	.08	1.20	1.30	.12	.08	.16							
50 and over 45	.36	.30	.24	.15	.13	.11	.10	.12	.11	.10	.13	.22	.15	.17	.09	1.25	1.40	.14	.09	.17							

## ROANOKE AND SOUTHERN DIVISION.

PASSENGER—First-class,  $3\frac{1}{2}$  cents per mile; Second-class, 3 cents per mile.  
 FREIGHT—Tariff as follows:

Distance.	Per 100 Pounds.												Per Bbl.	Per 100 Pounds.		Per Ton 2,000 Lbs.	Per Car-load.		Per 100 Pounds.		Per 100 Pounds.	Leaf Tobacco (prized) Hogsheads or Tierces.						
														F	E		D	C	B	A			6	5	4	3	2	1
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.																
For 5 miles and under	8	7	4	4	4	4	4	4	4	4	4	4	8	4	3½	\$0.60	\$0.80	\$ 9.00	\$ 7.00	\$ 6.00	2¼	3	5					
For 7 miles and over 5	9	8	5	5	5	5	5	5	5	5	5	5	10	5	4	.65	.85	10.00	8.00	7.00	2½	3.2	6					
For 10 miles and over 7	18	15	14	12	9	7	6	7	7	6	9	14	12	5	.70	.95	11.00	10.00	8.00	2½	3.2	8						
For 15 miles and over 10	21	18	16	14	11	8	7	8	8	7	11	16	14	5½	.75	1.00	12.00	11.00	9.00	3.3	4	9						
For 20 miles and over 15	24	20	17	15	12	9	8	9	9	8	12	18	15	6	.80	1.05	13.00	12.00	10.00	3.5	4.4	10						
For 25 miles and over 20	27	22	19	16	13	10	9	10	10	8	13	20	16	6	.90	1.15	15.00	12.00	10.00	3.9	4.9	11						
For 32 miles and over 25	30	24	21	18	14	11	10	11	11	9	14	20	18	8	1.00	1.25	16.00	14.00	11.00	4.1	5¼	12						
For 40 miles and over 32	33	26	22	20	16	12	10	12	12	10	16	22	20	8	1.10	1.35	18.00	16.00	12.00	4.5	5.7	13						
For 50 miles and over 40	36	29	25	22	18	13	11	13	13	11	18	26	22	9	1.20	1.45	20.00	18.00	14.00	5	6.3	15						
For 60 miles and over 50	39	32	28	24	20	14	12	14	14	11	20	28	24	9	1.30	1.55	23.00	18.00	15.00	5.5	6.8	16						

RALEIGH AND CAPE FEAR RAILWAY COMPANY.  
LOCAL FREIGHT TARIFF.

Distance.	Per 100 Pounds.															Per Ton 2,000 lbs.	
	Per 100 Pounds.																
	Per Bbl.															Per 100 Pounds.	
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K		L
5 miles and under-----	13	11	8	7	6	5½	5	5	5	4	7	10	7	6½	4	\$0.70	\$0.90
10 miles and over 5 miles-----	16	12	10	8	7	6	6	6	6	4½	9	12	8	7½	4½	.75	.95
15 miles and over 10 miles-----	20	14	12	10	8	7	6½	6½	7	5½	10	14	9½	8½	5½	.80	1.00
20 miles and over 15 miles-----	24	17	15	12	10	8	7½	8	8	6 1-7	11	16	12	10	6	.85	1.10
25 miles and over 20 miles-----	29	21	19	15	13	10	9	10	10	7½	13	19	15	12	6½	.95	1.20
30 miles and over 25 miles-----	32	25	20	18	14	11	10	11	11	9	14	20	16	13	7½	1.05	1.30
35 miles and over 30 miles-----	34	26	22	20	15	13	11	12	12	10	15	22	18	14	8	1.15	1.40

Distance.	Per Car-load, Weight as Per Classification.			Brick, Car-load, 25,000 lbs. Minimum, Per 100 lbs.	Cotton in Bales, Per 100 lbs.	Cotton Seed and Cotton-seed Hulls, Per Ton 2,000 lbs.			Fertilizers.		Firewood, Car-load, 10 Cords Minimum, Per Cord.	Minimum Charge for Single Ship- ments.
	Per Car-load, Weight as Per Classification.					Cotton Seed and Cotton-seed Hulls, Per Ton 2,000 lbs.			Fertilizers.			
	N	O	P			Car-load, 20,000 lbs. Minimum.	Less than Car-load, Packed.	Car-load, 20,000 lbs. Minimum, Per Ton 2,000 lbs.	Less than Car-load, Per Cord.			
5 miles and under-----	\$ 10.00	\$ 9.00	\$ 7.00	2	6	\$ 0.60	\$ 0.75	\$ 0.60	3.6	50	15	
10 miles and over 5 miles-----	11.00	10.00	8.00	2.5	6¼	.70	.80	.80	4.8	50	15	
15 miles and over 10 miles-----	12.00	10.50	9.00	3	6½	.75	.90	1.00	6	55	15	
20 miles and over 15 miles-----	13.00	11.00	10.00	3.5	7½	.80	1.00	1.10	6.6	55	15	
25 miles and over 20 miles-----	14.00	11.50	10.50	4	8	.90	1.10	1.20	7.2	60	15	
30 miles and over 25 miles-----	16.00	12.00	12.50	4.5	10	1.00	1.20	1.20	7.2	65	17	
35 miles and over 30 miles-----	18.00	13.00	14.00	5	11	1.00	1.30	1.30	7.8	70	20	

## TRANSYLVANIA RAILROAD COMPANY.

## FREIGHT RATE.

Stations.	Distance.	Per 100 Pounds.										Per Bbl.	Per 100 Pounds.					C. L., Per 100 lbs. L.C.L., add 20 per cent.			Per 100 lbs. Lbs.
		1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P	
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Yale, Cannon-----	5	12	10	8	6	6	5	5	5	5	4	6	10	6	4	3	4	4	4	2½	4
Horse Shoe-----																					
Etowah-----	10	18	13	11	9	8	7	6	6	6	5	8	12	9	5	3½	4%	5	4½	3¼	5
Blantyre-----																					
Penrose-----	15	21	16	14	11	9	7½	6½	7	7	6	9	14	11	5½	3¾	5	5½	5	3¾	6
Davidson River-----																					
Pisgah Forest-----	20	24	18	16	13	10	8	7	8	8	7	10	16	12	6	4	5½	6	5	4¼	7
Brevard-----																					
Selma-----	25	27	20	18	14	12	9	8	9	9	8	12	18	14	6½	4½	5%	7	5½	4¾	8
Cherryfield-----																					
Calvert-----	30	30	24	20	16	13	10	8	10	10	8	13	20	16	7	5	6¾	8	6	5¼	9
Toxaway-----																					
Quebec-----	35	33	26	22	18	14	11	9	11	10	9	14	20	18	7½	5½	6%	9	7	5¾	10
Lake Toxaway-----	40	33	26	22	18	14	11	9	11	10½	9	14	21	18	8	6	6%	9	7	6	11

PASSENGER TARIFF—First-class, 3½ cents per mile; Second-class, 3 cents per mile.

## CAROLINA NORTHERN.

PASSENGER—First-class, 3½ cents per mile.

Second-class, 3 cents per mile.

FREIGHT—Commissioners' Standard Tariff.

## Classification.

### EXPLANATION OF CHARACTERS.

1 stands for First Class.  
 2 stands for Second Class.  
 3 stands for Third Class.  
 4 stands for Fourth Class.  
 5 stands for Fifth Class.  
 6 stands for Sixth Class.  
 1½ stands for 1½ times First Class.  
 D 1 stands for Double First Class.  
 3 T 1 stands for Three Times First Class.  
 4 T 1 stands for Four Times First Class.

A, B, C, D, E, F and H stand for Classes A, B, C, D, E, F and H respectively.  
 S. stands for Special.  
 L. C. L. stands for Less than Car Load.  
 C. L. stands for Car Load.  
 N. O. S. stands for Not Otherwise Specified.  
 K. D. stands for Knocked Down.  
 S. U. stands for Set Up.  
 O. R. B. stands for Owner's Risk of Breakage.  
 O. R. L. stands for Owner's Risk of Leakage.

O. R. C. stands for Owner's Risk of Chafing.

A	Class.	Class if Re-leased.	A	Class.	Class if Re-leased.
Accoutrements, military -----	1		Agricultural implements, C. L., owners to load and unload—Continued.		
Acid, viz.:			Granulators, tobacco, minimum weight 15,000 pounds-----	3	
Carbolic-----	D 1	2	Harvesters and pickers, cotton, min. weight 15,000 pounds-----	2	3
Carbonic, in iron drums, L. C. L.-----	3	5	N. O. S., minimum weight 20,000 pounds-----	4	6
Same, C. L.-----	4	6			
Carbonic, N. O. S., L. C. L.-----	2		Agricultural implements, L. C. L., viz.:		
Same, C. L.-----	5		Carriers and hoisters, hay, iron-----	3	
Cresylic; same as Acid, carbolic.			Cleaners, cotton seed-----	1½	1
Dry-----	3		Cleaners, tobacco-----	2	
Lactic, in kegs or barrels, L. C. L.-----		2	Corn huskers; see Huskers, corn.		
Same, C. L.-----		5	Cotton choppers; same as Cultivators.		
Muriatic, in carboys, boxed, ship's option, L. C. L.-----	D 1	2	Cotton gins, feeders and condensers-----	2	3
Same, C. L.-----	2	4	Cotton seed crushers and separators (see Crushers and Separators.)		
Phosphate and Dissolved Bone; same as Fertilizers.			Cradles, grain, S. U.-----	3 T 1	D 1
Phosphoric, in glass, packed in baskets or in boxes-----		1	Same, K. D., in bundles and boxes-----	1	2
Stearic, in barrels-----	3	6	Crushers, corn and cob-----	3	
Sulphuric, in carboys, boxed, ship's option, L. C. L.-----	D 1	2	Crushers, hullers and separators, cotton seed (see Machinery).		
Same, C. L.-----	2	4	Cultivators, S. U.-----	3 T 1	D 1
Sulphuric, in iron casks or drums, L. C. L.-----	3	5	Same, K. D., packed-----	1	3
Same, C. L.-----	3	6	Cutters, ensilage, straw, stalk and hay-----	1½	
Sulphuric, in tank cars-----	6		Same, K. D., in bundles or crates-----	2	
N. O. S.-----	D 1		Same, K. D., packed-----	3	
Aerated waters (such as moxie); see Waters.			Diggers, potato; same as plows N. O. S.		
Agateware, granite or enameled ware, iron or steel, boxed-----	2		Disc harrows, S. U.-----	3 T 1	D 1
Same, stamped-----	3		Same, K. D., packed-----	1	3
Agateware, granite or enameled ware, iron or steel, plain or stamped, C. L. min. weight 20,000 pounds-----		4	Distributors, guano, S. U.-----	1½	1
Agricultural implements, C. L., owners to load and unload, viz.:			Same K. D.-----	2	
Cleaners, tobacco, minimum weight 15,000 pounds-----	3	4	Dog powers, N. O. S.-----	1	
Elevators, for cotton, manufactured of iron and wood, K. D.-----	4		Drills, grain, S. U.-----	1½	1
Evaporators, sugar, manufactured of iron, min. weight 20,000 pounds-----	3	4	Same, K. D., packed-----	1	2
			Dusters, bran, S. U.-----	3 T 1	D 1
			Same, K. D., packed-----	2	

A	Class.	Class if Re- leased.	A	Class.	Class if Re- leased.
Agricultural implements, L. C. L.— Continued.			Agricultural implements, L. C. L.— Continued.		
Elevators, for cotton, manufac- tured of wood and iron, S. U.	D 1		Plows, N. O. S., S. U.	1	2
Same, K. D.	3		Same, K. D.	4	
Elevators or carriers for feeding lint to cotton gins	2	3	Presses, cider	4	
Evaporators and steamers, feed	1½	1	Presses, hay and cotton, S. U.	D 1	
Evaporators, fruit	1½	1	Presses, hay and cotton, K. D.	4	
Evaporators, sugar, manufactured of iron, S. U.	D 1	1½	Pruners, tree, in bundles	3 T 1	D 1
Same, boxed or crated		2	Purifiers, middlings	3	
Fans, wheat	3 T 1	D 1	Rakes, hand, in bundles	1½	1
Feather renovaters; same as Mills, fanning.			Rakes, horse, S. U.		3
Flues, lint		3	Same, K. D., well packed		
Forks, hay and manure, in bun- dles	3		Rollers, field and road	3	
Furnaces, evaporator	1		Scrapers, road and pond	3	
Granulators, tobacco	2		Scythes, in bundles	1	
Harrows, N. O. S., and harrow frames	3	4	Scythes, in boxes	2	
Harrow teeth; see Iron and Steel articles.			Scythe snaths	1	
Harvesters and pickers, cotton	1½	1	Separators	1	
Harvesters, N. O. S.; see Mowing Machines.			Separators and crushers, cotton seed; see Crushers and Sepa- rators.		
Hoes, in bundles	3		Shellers, corn, hand, packed	1	2
Hoes, without handles, in barrels or casks	4		Shellers, corn, power, detachable parts taken off and packed	1	
Hoisters, hay; see Carriers.			Shovels and spades, in bundles	3	
Hoister-powers, railroad or endless chain	1½		Sprayers, garden, K. D., com- pletely boxed		1
Horse-powers, K. D.	2		Straw stackers	1	
Hullers, clover	1½	1	Tedders, horse; same as Rakes, horse.		
Hullers, pea	1½	1	Threshers	1	
Huskers, corn	1		Transplanters, S. U.	D 1	
Knives, hay, packed	2		Same, K. D.	1	
Machines, hemp	1		Wheels, agricultural implements, iron	3	5
Machines, K. D., mowing and reap- ing, loose and small parts boxed	1	2	Wood, in shape for implements, N. O. S., boxed, crated, or in bundles	4	
Machines, smut	3		Alabastine; see Wall Finish.		
Manure spreaders, S. U.	1½	1	Alcohol, wood, in wood	3	4
Same, K. D.	2	3	Alcohol, N. O. S.; see Liquors.		
Mills, burr-stone, portable	3		Ale, beer and porter, viz.:		
Mills, cane, cast-iron, minimum weight 350 pounds each	5				
Mills, cane, N. O. S.	3	4	NOTE.—No freight charges to be made for ice, in same car with ale, beer or porter in car- loads, necessary to preserve it in transit, 4,000 pounds to be the maximum weight of ice and packing carried free in any car of ale, beer or porter; but this allowance shall not be construed as permitting any ale, beer or porter to be car- ried free if less than 4,000 pounds of ice and packing be loaded in the car. Ice must not be transported free with less than car-load shipments of ale, beer and porter.		
Mills, cob	4		Car-load shipments of ale, beer and porter in refrigera- tor cars shall be billed at the ascertained weight of con- tents, after deducting 4,000 pounds for ice and packing (or the actual weight of ice and packing if less than 4,000 pounds), and at the established rates applying on ale, beer and porter in car-loads.		
Mills, corn	3	4	No claim for reduction, if billing made on this basis, shall be allowed, unless it can be shown that the weights were incorrectly taken.		
Mills, fanning, S. U.	3 T 1	D 1	The following Rule will ap-		
Same, K. D. flat, tied in bundles	1½	1½			
Mills, hominy	3	4			
Mills, sorghum	3	4			
Mills, sugar, with trains	3 T 1	D 1			
Mowers, lawn	1				
Mowing and reaping machines, binders and harvesters, whether combined or separate, S. U.	1½	1			
Same, K. D., and fully boxed	3				
Mowing and reaping machines, K. D., loose, small parts boxed	1	2			
Planters, corn and cotton, S. U.	1½	1			
Same, K. D., in bundles or boxes	2				
Planters, potato; same as Plows.					
Plow handles, boxed, crated or in bundles	A				
Same, C. L.		P			
Plow beams in bundles, any quan- tity	A				
Plow parts, iron; see Iron and Steel articles.					
Plow singletrees	4				
Plows, gang and sulky, S. U.	3 T 1	D 1			
Same, K. D.	4				

A	Class.	Class if Re- leased.	A	Class.	Class if Re- leased.
Ale, beer and porter—Continued.					
ply in ascertaining the weight on beer in car-loads containing ice or other packing:			Aluminum alloy metal, in boxes or crates, L. C. L.-----	4	-----
The car of beer shall be weighed on track scales at originating point, and, when iced in transit, also at destination. The weight of the beer shall be ascertained by taking a count of the packages contained in the car, computed at the estimated weights per package as shown in the classification, when the difference between the estimated weight and the scale weight does not amount to 4,000 pounds. Should the difference between the scale weight and the estimated weight be more than 4,000 pounds, said difference shall be charged for at the rate applicable on beer.			Same, C. L.-----	5	-----
If, on weighing the car at destination, there is found to be a greater difference than 4,000 pounds 'allowed for ice and packing' between the scale weight at destination and the billed weight, said difference shall be charged for at the rate applicable on beer.			Aluminum, chloride of (liquid) in barrels, L. C. L.-----		3
In wood (estimated weights: barrels, 350 pounds; half-barrels, 180 pounds; quarter-barrels, 100 pounds; eighth-barrels, 50 pounds), L. C. L.-----	2	4	Same, in carboys, L. C. L.-----		1
Same, C. L., minimum weight 20,000 pounds-----	4	E	Same, in barrels or carboys, C. L.-----		5
In glass, packed, securely wired and sealed or locked, L. C. L.-----	2	4	Aluminum ware, consisting of culinary and similar articles, packed-----	1½	-----
Same, C. L., minimum weight, 20,000 pounds-----	4	E	Ammonia, viz.:-----		
In wood and in glass, packed, mixed, C. L., minimum weight, 20,000 pounds-----	4	E	Anhydrous, in wrought iron cylinders, not boxed, or in iron tubes, boxed, L. C. L.-----	1	2
Ale, ginger, in glass, packed, securely wired and sealed or locked, L. C. L.-----	2	4	Same, C. L.-----	2	3
Same, C. L., minimum weight, 20,000 pounds-----	4	E	Aqua, in glass packed-----	3	4
Ale and beer packages empty, returned, including barrels, half-barrels, kegs and bottles in cases, barrels or casks, will take the same rate, any quantity, as applies on beer, C. L., in the same class of package, in the reverse direction; the rate not to be higher, in any case, than on new packages. (Estimated weights: barrels, 100 pounds; half-barrels, 50 pounds; kegs and quarter-barrels, 30 pounds; eighth-barrels, 20 pounds.)			Aqua, in iron casks-----	5	-----
Alleys, bowling; see Bowling Alleys.			Aqua, in iron tubes-----	1	2
Almanacs and trade circulars, prepaid-----	2	-----	Dry, in jars, packed-----		1½
Alum, lump or ground, in barrels or casks-----	6	-----	Same, in boxes, barrels, kegs or bags-----		2
Alum, N. O. S.-----	4	-----	Sulphate of, L. C. L.-----	5	-----
Aluminum, in slabs or ingots, packed in boxes or barrels-----	1	-----	Same, C. L.-----	6	-----
			Same, when shipped to fertilizer factories; same as Fertilizers.		
			Ammonia water casks; see Casks.		
			Ammunition, N. O. S.-----	1	-----
			Antimony, crude-----	3	-----
			Antimony, metal-----	4	-----
			Antimony, salts; see Salts.		
			Anvils; see Iron and Steel articles.		
			Apples; see Fruit.		
			Apple parers, boxed-----	2	-----
			Aprons, vehicle seat; see Vehicle Materials.		
			Argols, in boxes, barrels or casks-----	4	-----
			Arsenic, crude, in kegs, boxes or barrels-----	3	-----
			Artists' stretchers; same as Picture Frames.		
			Asbestos, in barrels or casks, L. C. L.-----	5	-----
			Same, C. L.-----	6	-----
			Asbestos, in boxes, kegs, sacks or bales, L. C. L.-----	4	-----
			Same, C. L.-----	5	-----
			Asbestos products, viz.:-----		
			Building felt and sheathing, in rolls, covered, reels or cases, L. C. L.-----	4	-----
			Same, C. L.-----		
			Cement, dry, in bags, barrels, kegs or casks, L. C. L.-----	4	-----
			Same, C. L.-----	6	-----
			Fire felt pipe covering, in sections or sheets, boxed or crated, L. C. L.-----	5	-----
			Same, C. L.-----	6	-----
			Fire felt pipe covering, C. L.-----		
			Mill board; same as Packing.		
			Moulded sectional covering, pipe, in boxes or crates, L. C. L.-----	5	-----
			Same, C. L.-----	6	-----
			Packing, pipe, in rolls, reels or cases, L. C. L.-----	4	-----
			Same, C. L.-----	5	-----
			Roof coating, in kegs, kits or barrels, value limited to 20 cents per gallon, L. C. L.-----	5	-----
			Same, C. L.-----	6	-----
			Roofing, in rolls, crated or in cases, any quantity-----	6	-----
			N. O. S., L. C. L.-----	4	-----
			N. O. S., C. L.-----	5	-----

A	Class.	Class if Re- leased.	B	Class.	Class if Re- leased.
Asbestos rock, L. C. L.-----	4	-----	Bark extract—Continued.		
Asbestos rock, C. L.; same as Iron, special.			car-loads, may be carried at car-load rate on bark extract.		
Ashes, cotton seed; same as meal and hulls, cotton seed; see Fertilizers.			In glass, packed-----	2	-----
Ashes or cinders, wood; see Fertiliz- ers.			In wood, L. C. L.-----	5	-----
Ashes, tan-bark; see Fertilizers.			In wood, C. L.-----	6	-----
Asphalt slag roofing; see Roofing.			Barley, N. O. S.; same as Grain.		
Asphaltum, packed, L. C. L.-----	6	-----	Barley, pearl-----	3	-----
Same, C. L.-----	A	-----	Barn-door hangers and tracks; see Iron and Steel articles.		
Awning frames and fixtures; see Iron and Steel articles.			Barns, tobacco, material, wooden-----		A
Awning, vehicle; see Vehicle mate- rials.			Same, C. L.-----		O
Axes-----	4	-----	Barrel covers; see Covers.	A	-----
Axles, iron, car, carriage and wagon; see Iron and Steel arti- cles.			Barrel material-----		
			Barrel racks and stands; see Racks.		
			Barrels, empty, viz.:		
			Barrels, half-barrels and kegs, ale and beer, estimated weights: barrels, 100 pounds; half-barrels, 50 pounds; kegs and quarter barrels, 30 pounds; eighth-barrels, 20 pounds-----	E	-----
B			Barrels, empty, mineral water, molasses, oil, turpentine and whiskey, estimated weight 75 pounds each, L. C. L.-----	3	5
Babbit metal, viz.:			Barrels, half-barrels and kegs, N. O. S., L. C. L.-----	2	-----
In slabs, L. C. L.-----	4	-----	Same, C. L., minimum weight 10,000 pounds-----	6	-----
Same, C. L.-----	6	-----	Kegs, N. O. S., in crates-----	3	-----
In boxes, barrels or casks, L. C. L.-----	5	-----	Barrels, paper, not nested-----	4 T	1
Same, C. L.-----	6	-----	Barrels, paper, nested, packed-----	2	-----
Backbands, made of cotton webbing; see Dry Goods.			Casks for wine, beer or other liquids, requiring transporta- tion on open cars, minimum weight 5,000 pounds charged for-----	1	-----
Bacon; see Meats.			Barrels, empty, returned, viz.:		
Baggage, army-----	1	-----	Bark extract, returned over same route as forwarded, filled, pre- paid, L. C. L.-----	4	-----
Baggage, personal effects; see Trunks.			Same, C. L., minimum weight 10,000 pounds-----	6	-----
Bagging, viz.:			Barrels, half-barrels and kegs, ale and beer (estimated weights: barrels, 100 pounds; half-bar- rels, 50 pounds; kegs and quarter-barrels, 30 pounds; eighth-barrels, 20 pounds); see Ale and Beer Packages, re- turned.		
Oil pressed-----		1	Barrels or tierces, lard, returned by same route as forwarded filled, L. C. L.-----	4	-----
In bales, foreign, to be used for bailing cotton-----	A	-----	Same, C. L., minimum weight 10,000 pounds-----	6	-----
In bales, old-----	A	-----	Mineral water barrels, returned by same route as passed over when filled, L. C. L.-----	4	5
In bales or rolls, N. O. S.-----	1	2	Same, C. L., minimum weight, 10,000 pounds-----	6	-----
In rolls (for covering cotton), jute or pine fibre, or composed of wire, warp and asbestos-----	A	-----	Vinegar barrels, returned by same route as passed over when filled, prepaid or guaranteed, L. C. L.-----	4	5
Bags, viz.:			Same, C. L., minimum weight 10,000 pounds-----	6	-----
Burlap-----	6	-----	Whiskey barrels, returned by same route as passed over when filled (the rate not to be higher in any case than on new barrels)-----	H	-----
Cotton-----	5	-----	N. O. S.; same as Barrels, empty.		
Gunny-----	6	-----	Barrows, furnace charging; see Vehicles.		
Paper-----	6	-----			
Second-hand, empty returned, ce- ment, clay, grain, fertilizer, plaster and cotton-seed meal, made of cotton burlap, gunny or jute, in bundles-----	A	-----			
Traveling-----	1	-----			
Baking powders; see Powders.					
Balconies, portable-----	1	3			
Ballast unloaders, L. C. L.-----	3	-----			
Same, C. L.-----	5	-----			
Balls, base-----	1	-----			
Ballusters; see Woodwork.					
Bananas; see Fruit.					
Barilla-----	3	-----			
Bark, viz.:					
Ground, in bags-----	A	-----			
Ground, in barrels or casks-----	4	-----			
Tan, packed, L. C. L.; 20 per cent. higher than class K.					
Tan, C. L.; same as Lumber, com- mon.					
N. O. S., in boxes, bags or barrels.	2	-----			
Bark extracts, for dyeing purposes; same as Dye stuff, N. O. S.					
Bark extract, for tanning only, viz.:					
NOTE.—Bark extract, in barrels, and tan bark packed, mixed					

B	Class.	Class if Released.	B	Class.	Class if Released.
Barytes, L. C. L. -----	6	-----	Beer tonic, in wood—Continued.		
Basket material, N. O. S. (not rat-			Same, C. L., minimum weight	4	E
tan, reed or willow), in bun-	4	-----	20,000 pounds-----		
dles, L. C. L. -----	6	-----	In wood and in glass, packed,		
Same, C. L. -----			mixed, C. L., minimum weight	4	E
Baskets, viz.: -----			20,000 pounds-----	1	-----
Cotton, folding (wooden rim with			Bee smokers, boxed-----		
burlap body), viz.: -----			Beeswax; see Wax.		
S. U., not nested, L. C. L. -----	D 1	-----	Bees, in hive (man in charge passed		
S. U., nested, L. C. L. -----	1	-----	free going, but must pay full		
K. D., packed or in bundles,			fare returning), C. L., mini-		
L. C. L. -----	5	-----	imum weight 20,000 pounds-----		4
S. U., or K. D., packed or in bun-			Bees, in hives, L. C. L., not taken.		
dles, C. L. -----	6	-----	Beets; see Vegetables.		
Fruit, berry and vegetable, nest-			Bellows-----	1	-----
ed solid, either in cases or se-			Bells, bell metal or brass-----	1	-----
curely fastened, L. C. L. -----	2	-----	Bells, iron; see Iron and Steel arti-		
Fruit, berry and vegetable, in bun-			cles.		
dles not nested, L. C. L. -----	D 1	-----	Belt dressing; see Dressing.		
Fruit, berry and vegetable, C. L.,			Belting, viz.: -----		
minimum weight 15,000			Chain; see Iron and Steel articles.		
pounds-----	A	-----	Cotton, in rolls or boxed or crated	4	-----
Tobacco, with or without handles,			Leather-----	2	-----
nested or in bundles-----	1	-----	Rubber-----	3	-----
Tobacco, packed in bundles of not			Benders, rail; see Iron and Steel ar-		
less than 4-----	1	-----	ticles.		
N. O. S., not packed-----	3 T 1	-----	Benzine; see Oil, coal.		
N. O. S., packed-----	D 1	-----	Berries; see Fruit.		
N. O. S., nested-----	D 1	-----	Bicycles; see Vehicles.		
Bath tubs; see Tubs.			Bicycle stands or racks, iron or		
Bats, base ball, L. C. L. -----	3	-----	wood, S. U.-----	D 1	-----
Same, C. L. -----	5	-----	Same, K. D. -----	1	-----
Batteries, electric storage; see Elec-			Billiard tables and billiard table		
tric batteries.			beds; see Furniture.		
Battery jars; see Glass and Glass-			Binders; see Agricultural Imple-		
ware.			ments.		
Battery zincs; see Zincs.			Binders' boards; see Paper.		
Batting, cotton, viz.: -----			Bins, fruit-----	1½	1
Pressed in bales-----	4	-----	Birds, stuffed, in boxes-----	3 T 1	-----
Packed and covered; same as in			Biscuit machines; see Machinery		
bales.			and machines.		
N. O. S. -----	2	-----	Bitters; see Liqueurs.		
Beams, plow, wooden, in bundles,			Blackboard erasers, boxed-----	2	-----
any quantity-----	A	-----	Blackboards, slate or wooden, O. R.		
Beams; see Machinery, cotton and			B. or chafing-----	1	2
woolen.			Blacking, harness, shoe and stove,		
Beans, viz.: -----			in glass, packed-----	3	-----
Castor, dry, in boxes-----	2	-----	Blacking, harness, shoe and stove,		
Same, in barrels or sacks-----	5	-----	except in glass, packed-----	4	-----
Tonqua, in boxes or barrels-----	1	-----	Blacklead; see Lead.		
N. O. S., dried, in boxes-----	2	-----	Blankets; see Dry Goods, N. O. S.		
N. O. S., dried, in barrels and sacks,	5	-----	Blinds, venetian, packed in crates		
Velvet; same as Cow-peas.			or boxes-----	1	-----
Bed-cord; see Rope.			Blinds, doors and frames, L. C. L.---	3	4
Bed fasteners; see Iron and Steel			Same, C. L., minimum weight		
articles.			20,000 pounds-----	6	-----
Beds and bedsteads; see Furniture.			Blocks, viz.: -----		
Bee comb, bee-comb foundation,			Butcher's wooden-----	5	-----
boxed or crated-----			Collar, wooden, partly K. D., de-		
Beef; see Meats.			tachable parts removed and		
Beef extract; see Extracts.			tied in bundles-----	2	-----
Beehives, empty, set up-----	1	-----	Hat, in boxes, barrels or crates-----	3	-----
Beehives, K. D., crated-----	6	-----	Last, wooden, in the rough, boxed		
Beer; same as Ale.			or crated-----	4	-----
Beer carriers, empty, wooden-----	2	-----	Pulleys; see Machinery and ma-		
Beer tonic, in glass, packed, securely			chines.		
wired, sealed or locked,			Shuttle, packed, L. C. L.-----	6	-----
L. C. L. -----	2	4	Same, C. L. (all rail shipments		
Same, C. L., minimum weight			may be taken loose)-----	A	-----
20,000 pounds-----	4	E	Toy; see Toys.		
Beer tonic, in wood, estimated			Wooden paving; same as Lumber.		
weights: barrels, 350 pounds;			Blooms; see Iron and Steel articles.		
half-barrels, 180 pounds; quar-			Blood, dried for fertilizing purposes,		
ter-barrels, 100 pounds;			C. L.; see Fertilizers.		
eighth-barrels, 50 pounds,			Blowers, rotary; see Machinery and		
L. C. L. -----	2	4	machines.		

B	Class.	Class if Released.	B	Class.	Class if Released.
Bluestone or blue vitriol, dry, in barrels or casks	6		Bottling apparatus; see Machinery and machines.		
Bluestone or blue vitriol, in boxes or kegs	2		Bowling alleys, in bundles, crates or boxes, L. C. L.	2	4
Bluestone or blue vitriol, N. O. S., in barrels or casks	5		Same, C. L.	4	6
Blueing, viz.:			Bows; see Vehicle materials.		
Dry, packed	1	2	Box or barrel covers, with glass panel inserted; see Covers.		
Liquid, in glass, packed	1		Box material, viz.:		
Liquid, in wood	4		Cigar, K. D., flat, crated or in bundles, strapped, owner's risk of wet, warping or splitting, L. C. L.	3	
Board, scale, L. C. L.	3		Same, C. L.	5	
Same, C. L.	5		For manufacturer of packing cases for cotton factory products, and tobacco boxes; see Lumber.		
Boards, cutting, glass, in crates or bundles	3		N. O. S.	A	
Boards, ironing; see Ironing Boards.			Box rods, wagon; see Iron and Steel articles.		
Board, leather, packed	4		Box straps; see Iron and Steel articles.		
Boats, viz.:			Boxes, empty, viz.:		
Canvas	D 1		Annealing, L. C. L.	3	
Common, wooden, L. C. L.		D 1	Same, C. L.	5	
Common, wooden, when flat cars are required, C. L.		5	Banana, cylindrical, L. C. L.	1½	
Metallic, life; same as Boats, row.			Same C. L., minimum weight 15,000 pounds	6	
Racing		4 T 1	Berry and vegetable crates, K. D., and folded, L. C. L.	2	
Row, when loaded in box cars, L. C. L.	4 T 1		Same, C. L., minimum weight 15,000 pounds	A	
Row, when flat cars are required, minimum weight 10,000 lbs.		2	Boxes, tobacco, tin, L. C. L.	1	
Row, when two flat cars are required, minimum weight 10,000 pounds to each car		2	Same, C. L., minimum weight 20,000 pounds	4	
Row, C. L., minimum weight 20,000 pounds		3	Cigar, packed, L. C. L.	D 1	
Sectional, taken apart, sections nested	D 1		Egg cases, L. C. L.	1	
Steam yachts, minimum weight 10,000 pounds	2		Fruit, N. O. S., L. C. L.	1	
Entirely taken apart and knocked down flat, crated or boxed, L. C. L.	1		Gas purifier; see Gas purifier boxes.		
Same, C. L., minimum weight 16,000 pounds	3		Leatheroid; same as Paper boxes.		
Bobbins, or spools complete, packed	5		Match, wooden, L. C. L.	2	
Bobbin or spool-heads, in sacks, or packed in boxes 2 feet by 2 feet by 4 feet	A		Orange, cylindrical, L. C. C.	1½	
Bodies, vehicle; see Vehicle materials.			Same, C. L., minimum weight 15,000 pounds	6	
Boiler compounds	3	4	Paper, not nested, packed, L. C. L.	D 1	
Boiler flues; see Flues.			Paper, nested and packed in boxes, barrels or crates, L. C. L.	2	
Boilers, bath and range, L. C. L.	2	3	(The term "nested" covers a series of 2 or more articles fitting closely one within another.)		
Same, C. L.	4	5	Paper, folding, K. D., packed, L. C. L.	2	
Boilers, N. O. S.; see Machinery and machines.			Paper, packed, C. L., minimum weight 10,000 pounds	4	
Bolts; see Iron and Steel articles.			Post-office, letter	2	
Bon-bons, soda; same as Confectionery.			Safe deposit, iron or steel; see Iron and Steel articles.		
Boneblack	3		Spindle (used in shipping spindles); same as Boxes, N. O. S.		
Bones and bone dust; see Fertilizers.			Tobacco, wooden, L. C. L.	1	
Bones, rags, scrap iron, mixed, C. L., not less than 20,000 pounds charged for	4		Same, C. L., minimum weight 15,000 pounds		A
Bonnets; same as Dry Goods, N. O. S.			Boxes, empty, returned, viz.:		
Book cases; see Furniture.			N. O. S., L. C. L.	1	
Books	1		N. O. S., C. L., minimum weight 15,000 pounds	A	
Booths, viz.:			Ale, beer, porter, returned with empty bottles; see Ale and Beer packages.		
Police, sheet iron; see Iron and Steel articles.			Cracker, biscuit or bread boxes, cases (or cans in cases), L. C. L.	4	
Popcorn; same as Houses, portable.					
Voting, iron or steel; see Iron and Steel articles.					
Boots and shoes	1				
Borax, packed	4				
Bottle covers; see Covers.					
Bottle racks; see Racks.					
Bottles; see Glass and Glassware.					

B	Class.	Class if Re- leased.	B	Class.	Class if Re- leased.
Boxes—Continued.			Brick machines; see Machinery and machines.		
Same, C. L., minimum weight 15,000 pounds	5	-----	Brick trays, wooden, L. C. L.-----	4	-----
Boxes, meat, empty meat hooks and meat racks returned in refrigerator cars in which originally forwarded, and via the same route (to be considered part of the equipment of the refrigerator car in which originally forwarded) may be handled free, provided they are returned as above and treated the same as the empty car without way-billing, no bill of lading or receipt to be issued and no risk or liability to be assumed therefor.			Same, C. L.-----	6	-----
Packing, L. C. L.-----	4	-----	Brick trucks; see Vehicles.		
Same, C. L., minimum weight 15,000 pounds	5	-----	Brimstone, viz.:-----		
Refrigerator boxes, L. C. L.-----	4	-----	In boxes, L. C. L.-----	1	-----
Same, C. L., minimum weight 15,000 pounds	5	-----	In bags, L. C. L.-----	3	-----
Soda water, returned with empty bottles	4	E	In barrels, L. C. L.-----	5	-----
N. O. S.; same as Boxes, empty.			In car-loads, N. O. S.-----	6	-----
Boxes, vehicle, iron; see Iron and Steel articles.			Same, when shipped to fertilizer factories; same as Fertilizers.		
Brackets, insulator; see Telegraph.			Bristles-----	1	-----
Brackets, shelf, steel; see Iron and Steel articles.			Britannia ware-----	1	-----
Brake, beams, ratchets and shoes; see Iron and Steel articles.			Br-nze plates; see Plates.		
Brake equipment, air, steam and electric car, N. O. S., packed, L. C. L.-----	3	-----	Broomcorn, compressed, L. C. L.-----	3	-----
Same, C. L.-----	4	-----	Broomcorn, C. L., minimum weight 12,000 pounds	5	-----
Brakes, wagon; see Iron and Steel articles.			Broomcorn and broom handles mixed, C. L., minimum weight 20,000 pounds	6	-----
Bran; see Millstuff.			Broom fibre; see Fibre.		
Brandy; see Liquors.			Broom splints-----	6	-----
Brass, viz.:-----			Brooms, L. C. L.-----	1	-----
In ingots-----	2	-----	Brooms, C. L., minimum weight 15,000 pounds	2	-----
Scrap, loose-----	2	-----	Brushes, made of palmetto or other soft woods, unfinished-----	1	-----
Scrap, packed-----	5	-----	Brushes, scrubbing, in bundles or boxes, L. C. L.-----	2	-----
N. O. S., in boxes; barrels or casks	2	-----	Same, C. L., minimum weight 12,000 pounds	3	-----
Brass bearings, in boxes, barrels or casks	2	-----	Brushes, N. O. S.-----	1	-----
Brass pipe; see Pipe.			Buckets, viz.:-----		
Brass vessels, in boxes, barrels or casks	2	-----	Coal, L. C. L.-----	1	-----
Bread, St. John's, in boxes or barrels	1	-----	Coal, C. L., minimum weight 20,000 pounds	4	5
Bread, N. O. S.-----	3	-----	Elevator, pressed, iron or steel; see Iron and Steel articles.		
Bread, leaven, self-raising; see Leaven.			Elevator, N. O. S., in packages, owner's risk of wet and rust, L. C. L.-----		1
Brewers' shavings or chips; see Shavings.			Same, C. L.-----		5
Brick, to be charged for at actual weight, viz.:-----			Iron, galvanized; see Iron and Steel articles.		
Bath-----	5	-----	Ore, iron or steel; see Iron and Steel articles.		
Common, L. C. L., 20 per cent. higher than C. L.			Well-----	3	-----
Common, C. L. In absence of special commodity rates charge same as Lumber; common, C. L., if no special lumber rates charge Class P.			Wooden, well, C. L.; see Woodenware.		
Enameled or ornamental, in barrels or boxes, L. C. L.-----	4	-----	N. O. S., wooden, same as Woodenware.		
Enameled or ornamental, in barrels or boxes, C. L.-----	6	-----	Buckles, cotton tie; see Cotton Tie Buckles.		
Fire, L. C. L.-----	6	-----	Buckles, turn, iron; see Iron and Steel articles.		
Fire, C. L.-----	6	-----	Buckwheat flour; see Flour, buckwheat.		
Hollow, C. L.-----	P	-----	Buffalo robes; see Robes.		
Vitrified; same as Fire-brick.	O	-----	Buggies; see Vehicles.		
Brick drying shelves, L. C. L.-----	4	-----	Building material, wood, mixed C. L., of doors, sash, frames, blinds, flooring, sills, weatherboarding, scantling or rough or finished lumber (not to apply on straight or mixed C. L. of sash, doors and blinds only)		O
Same, C. L.-----	6	-----	Bulbs, flower, L. C. L.-----		2
			Same, C. L.-----		4
			Bullets; same as Shot.		
			Bungs, packed in barrels, L. C. L.-----	3	-----
			Same, C. L.-----	A	-----
			Buoys, iron, empty or filled with gas, requiring flat or gondola car; minimum weight, 5,000 pounds each		1
			Bureaus; see Furniture.		
			Burial cases; see Coffins.		

B	Class.	Class if Re- leased.	C	Class.	Class if Re- leased.
Burlaps (not burlap bags, for which see Bags)-----	6	-----	Cans—Continued.		
Burrblocks; same as Millstones.			Fruit, in bulk (shipper's option), C. L., minimum weight 15,000 pounds-----		5
Bushing, pulley, wooden; see Pulley Bushing.			Fruit, entirely boxed or crated, L. C. L.-----		3
Butchers' blocks; see Blocks.			Same, C. L., minimum weight 15,000 pounds-----		5
Butchers' skewers; see Skewers.			Iron, galvanized; see Iron and Steel articles.		
Butter (in common or refrigerator cars), viz.:-----			Lard, tin, in bulk (shipper's op- tion), C. L., minimum weight 15,000 pounds-----		5
In cans, boxed or crated-----	1	3	Lard, entirely boxed or crated, L. C. L.-----		3
In can, N. O. S.-----	1	2	Same, C. L., minimum weight, 15,000 pounds-----		5
In kegs, firkins, buckets, pails and tubs-----	1	3	Meat, tin (used for packing meats), when returned-----	4	-----
Fruit; see Preserves.			Paint or oil, entirely boxed or crated, minimum weight 20,000 pounds-----		4
Butter dishes, wooden; see Plates.			Roving, leatheroid or fibre, parts of cotton or woolen mill ma- chinery, L. C. L.-----	D 1	-----
Butter moulds, wooden; see Moulds.			Roving, leatheroid, fibre, paper or tin, for cotton or woolen mills, in straight C. L. or with mixed C. L. of cotton or woolen mill machinery, mini- mum weight 20,000 pounds-----		6
Butterine and oleomargarine; same as Butter.			N. O. S., loose-----		D 1
			N. O. S., crated-----		1½
C			N. O. S., boxed-----		1
Cabbage; see Vegetables.			N. O. S., in wooden or metal jack- ets, boxed or crated, L. C. L.---	1	2
Cabinets, cracker, K. D. flat, L. C. L.-----	1	-----	Same, C. L., minimum weight 20,000 pounds-----		4
Same, C. L.-----	4	-----	Tin, tobacco; see Boxes.		
Same, N. O. S., set up, crated or boxed, L. C. L.-----	D 1	-----	Cant hooks-----	2	-----
Same, C. L.-----	2	-----	Canton flannel; see Dry Goods.		
Cabinets, kitchen; see Furniture.			Canvas; see Dry Goods.		
Cabinets, printers'; see Printers' Cabinets.			Canvas boats; see Boats.		
Cabinetware; see Furniture.			Caps and hats; same as Dry Goods, N. O. S.-----		
Cable, telegraph or telephone, en- closed in lead pipe, in coils or reels, boxed or crated or in casks, L. C. L.-----	2	3	Caps, hay and grain, L. C. L.-----	3	-----
Same, C. L.-----	3	4	Same, C. L., minimum weight 15,000 pounds-----	6	-----
Cable reels; see Reels.			Caps, percussion-----	1	-----
Cages, bird, boxed-----	3 T 1	-----	Capstans-----	3	-----
Same, K. D., nested and packed	D 1	-----	Carbide of calcium; see Calcium.		
Cake, viz.:-----			Carbon, black; same as Lamp Black.		
Cotton-seed oil; same as Cotton- seed Meal; see Fertilizers.			Carbon, bisulphide of, in iron drums-----	2	-----
Nitre, L. C. L.-----	5	-----	Carbon cylinders, packed for elec- tric batteries-----	1	-----
Nitre, C. L.; see Fertilizers.			Carbon clinkers (taken from gas re- torts), L. C. L.-----	6	-----
Salt, L. C. L.-----	5	-----	Same, C. L.; Coke rates.		
Salt, C. L.; see Fertilizers.			Carbons, electric light, packed, L. C. L.-----	2	-----
Calcicake-----	5	-----	Same, C. L.-----	3	-----
Calcium, carbonate of, in barrels, iron drums, or in tin cans, boxed or jacketed (ship's op- tion), L. C. L.-----	3	-----	Carboys; see Glass and Glassware.		
Same, C. L.-----	5	-----	Cards, viz.:-----		
Calicoes; see Dry Goods.			Cotton and woolen, hand-packed; see Machinery, cotton and woolen.		
Cambrics; see Dry Goods.			Playing-----	1	-----
Camphine-----	1½	1	Show; see Signs.		
Camphor-----	1	-----	Carousals; same as Merry-go- rounds.		
Candles, boxed-----	4	-----	Carpeting, viz.:-----		
Candy; see Confectionery.			Wood, unfinished, in bundles, 36 inches in length or under, L. C. L.-----	4	-----
Cane reeds; see Reeds.			Same, C. L.-----	6	-----
Canned beef and pork; see Meats.					
Canned goods (not including con- densed milk), N. O. S., L. C. L.-----	4	-----			
Same, C. L.-----	5	-----			
Cannon, cannon balls, caissons and all castings, parts of gun car- riages, L. C. L.-----	1	-----			
Same, C. L.-----	4	-----			
Cans, empty, viz.:-----					
Coffee, returned, L. C. L.-----	4	-----			
Same, C. L., minimum weight 15,000 pounds-----	5	-----			
Cracker, biscuit or bread, re- turned; see Boxes, empty, returned.					

C	Class.	Class if Re- leased.	C	Class.	Class if Re- leased.
Carpeting—Continued.			Cement—Continued.		
Wood, N. O. S., in bundles; L. C. L.			Plaster; same as Cement.		
Wood, N. O. S., in boxes or crates,	1	2	Roofing; see Roofing.		
L. C. L. -----	2	3	Cerealine, L. C. L.; see Food Prepa-		
Wood, N. O. S., C. L. -----		5	rations, cereal.		
N. O. S., well covered -----	1		Cerealine, in sacks or in bulk, for		
Capet lining, viz.: -----			brewing purposes, shipped direct	D	
In boxes -----	2		to breweries, C. L. -----		
In rolls, bundles or crates -----	5		Cesspools; see Iron and Steel articles.		
Carpet sweepers, loose -----	D 1		Chain, cotton, woolen and hempen;		
Same, boxed -----	2		see Dry Goods.		
Carriages; see Vehicles.			Chain, iron; see Iron and Steel		
Carriers and hoisters, hay; see Agri-			articles.		
cultural Implements.			Chain, iron, in coils; see Special		
Carrots; see Vegetables.			Iron Rates.		
Cars, viz.: -----			Chairs and chair stock; see Furni-		
Cane, coke or larries; see Ve-			ture.		
hicles.			Chairs, lawn, iron; see Iron and		
Logging or mining; see Vehicles.			Steel articles.		
Railway; see Railroad Rolling			Chalk, prepared -----	1	
Stock Equipment.			Chalk, N. O. S. -----	5	
Street or tramway; see Vehicles.			Chalk, crayons -----	4	
Car seals; see Seals, car.			Charcoal, viz.: -----		
Cartridges, metallic or paper (not			In sacks -----	A	
high explosives), boxed, L.			In barrels or casks, L. C. L. -----	A	
C. L. -----	1		Same, C. L. -----	A	
Same, C. L. -----	5		Checks; see Dry Goods.		
Cartridge shells, paper, empty -----		1	Cheese, in common or refrigerator		
Carts; see Vehicles.			cars -----	1	4
Cases, viz.: -----			Cheese safes or covers; see Furni-		
Book; see Furniture.			ture.		
Cracker; same as Cabinets, cracker.			Chestnuts; see Nuts.		
Printers; see Printers' Cases.			Chests, viz.: -----		
Show; see Glass and Glassware.			Cedar; same as Trunks.		
N. O. S.; see Boxes.			Commissary -----	1	
Cash railways, boxed or tied in			Ice; see Furniture.		
bundles -----		1½	Cheviots; see Dry Goods.		
Cash registers, boxed -----	D 1	1	Chicory -----	4	
Casks, empty, for wine, beer or			Chimogene; same as Oil, coal.		
other liquids; see Barrels.			Chinaware -----	D 1	1
Casks, iron, for ammonia, water,			Chips, brewers'; see Shavings.		
naphtha, etc., returned empty;			Chips, dyewood; see Dyewood chips.		
see Iron and Steel articles.			Chloride of lime; see Lime.		
Cassia; same as Pepper.			Chocolate, value limited to 20 cents		
Castings, viz.: -----			per pound -----	3	
Bronze, N. O. S., O. R. B. -----	2		Chocolate, N. O. S. -----	1	
Iron; see Iron and Steel articles.			Choppers; see Agricultural Imple-		
Plaster; see Plaster.			ments.		
Castor pomace, C. L., see Fertilizers,			Chrome ore; see Ores.		
C. L. -----			Chromos; same as Paintings.		
Catsup, in glass, boxed -----	1	2	Chufas; see Nuts.		
Catsup, in wood -----	4		Church furniture; see Furniture.		
Cattle guards, iron; see Iron and			Churns, viz.: -----		
Steel articles.			Barrel, S. U. -----	D 1	
Cattle powders; see Powders.			Barrel, frames taken off and		
Caustic soda; see Soda.			packed in bundles -----	2	
Caviar, packed -----	1		Completely K. D., and boxed or		
Ceiling, iron or steel; see Iron and			crated, L. C. L. -----	1	3
Steel articles.			Same, C. L., minimum weight		
Cellulose, in boxes or sacks, L. C. L.	1		12,000 pounds -----	4	6
Same, C. L., minimum weight			N. O. S., not packed -----	D 1	
20,000 pounds -----	4		N. O. S., packed -----	2	
Cement, viz.: -----			Chutes, mail, boxed -----		1
Asbestos; see Asbestos Products.			Chutes and tipples, coal, K. D.,		
Glue, packed -----	2		manufactured of iron and		
N. O. S., in barrels or bags, L. C.			wood, L. C. L. -----	4	5
L.; 20 per cent. higher than			Same, C. L. -----	5	6
C. L. rate.			Cider, viz.: -----		
Same, C. L.; see Special Rates.			In drums -----	2	3
Cement, in bags or barrels, and			In glass, packed in boxes, barrels		
Lime, in barrels, mixed, C. L.,			or casks -----	1	2
24,000 pounds minimum, same			Same, prepaid -----	2	3
as Cement, C. L. -----			In wood -----	4	5
Cement, in bags or barrels, esti-			Same, prepaid -----	5	6
mated weight, Portland, 400			Cider preservative, value limited to		
pounds, N. O. S., 300 pounds			\$4.00 per gallon, in kegs, casks		
per barrel -----	K		or barrels -----	1	

C	Class.	Class if Re- leased.	C	Class.	Class if Re- leased.
Cider preservative—Continued.			Coal and coke, in boxes, barrels, casks or sacks, L. C. L.-----	A	-----
Same, dry, in boxes, kegs or barrels-----	3	-----	Coal, C. L.-----	L	-----
Cigarette paper, in boxes; see Paper.			Coal-saving compound-----	4	-----
Cigarettes:			Coal-tar, in barrels, L. C. L.-----	A	-----
If not strapped and corded, as provided hereafter-----	3 T 1	-----	Coal-tar, C. L.-----	K	-----
If boxed and strapped, corded and sealed, with cord passing through each and every board and over each seam in boxes-----	2	-----	Coating, roof; see Roof Coating.		
Cigar lighters-----	1	-----	Cocoa-----	1	-----
Cigar moulds; see Moulds.			Coca-cola, wine of cocoa and soda fountain syrups; see Pre- serves and Fruit Juices.		
Cigars, viz.:			Cocanut, desiccated, in glass, packed-----	1	-----
If not strapped and corded, as provided hereafter-----	3 T 1	-----	Same, N. O. S.-----	3	-----
If boxed and strapped, corded and sealed, provided that the cord- ing passes through each and every board and over each and every seam in box-----	1	-----	Cocanuts; see Nuts.		
Cinders, wood; see Fertilizers.			Codfish; see Fish.		
Cisterns, slate: see Slate Cisterns.			Coffee, all shipments to be charged at actual gross weight, viz.:		
Citron-----	2	-----	Green, single sacks-----	4	-----
Clamps for trunks; see Trunk Clamps.			Green, double sacks-----	6	-----
Clariphos (diluted acid, used in manufacture of jelly); same as Vinegar.			*Ground, in cans or cabinets, crated-----	5	-----
Clay, viz.:			*Roasted, in cabinets, crated-----	5	-----
Burnishing, packed-----	5	-----	Roasted or ground, in double sacks-----	5	-----
China or German, in casks, bar- rels, tierces or hogsheads, L. C. L.-----	5	-----	Roasted, in single sacks-----	3	-----
Same, C. L.-----	6	-----	Roasted or ground, in boxes or barrels-----	5	-----
Fire, L. C. L., packed-----	K	-----	Roasted, in cans, crated-----	5	-----
Same, C. L.-----	P	-----	Coffee, essence or extract-----	2	-----
N. O. S., in boxes, barrels, casks or sacks, L. C. L.-----	6	-----	Coffee, mixtures or substitutes-----	3	-----
N. O. S., C. L.; same as Brick, fire, C. L.			Coffins, boxed or wrapped and crated-----	2	-----
Clay carts; see Vehicles.			Coffin stock, wooden, K. D., manu- factured of poplar, pine or other common woods, dressed, but not further finished, in crates or bundles, L. C. L.-----		
Clay pigeons; see Targets.			Same, C. L.-----		
Clay pots (empty glass receptacles), C. L.; see Pots.			Coke; see Coal.		
Cleaners; see Agricultural Imple- ments.			Collars, horse; see Saddlery.		
Cleats, wooden, small, for securing electric wires, packed, L. C. L.	3	-----	Collars, paper, packed; see Paper Collars.		
Same, C. L.-----	5	-----	Cologne; see Perfumery.		
Clocks, boxed-----	1	-----	Coloring syrup, in barrels, half bar- rels or kegs-----	3	4
Clock weights, packed-----	2	-----	Comforts; see Quilts.		
Clothes lines; see Rope.			Compasses, mariners', boxed-----		D 1
Clothes line holders, packed in crates or boxes-----	3	-----	Compo-board (combined wood and strawboard, for floors, walls and ceilings) L. C. L.-----	6	-----
Clothes pins; see Pins.			Same, C. L.-----	A	-----
Clothes props, mixed with clothes pins and washboards, C. L.; see Washboards.			Compounds, boiler; see Boiler Com- pounds.		
Clothes props, boxed or crated, L. C. L.-----	4	-----	Compound, coal-saving; see Coal- saving Compound.		
Same, C. L., minimum weight 12,000 pounds-----	6	-----	Compounds, washing or scouring; see Washing or Scouring Com- pounds.		
Clothes wringers; see Wringers.			Compounds, wall cleaning, in tin cans, packed in boxes-----	2	-----
Clothing, viz.:			Condensers; see Agricultural Imple- ments.		
Card, packed-----	1	-----	Conductors, or down spouts, or leaders, of galvanized iron or tin, viz.:		
Oiled, in original crates-----	1½	1	Not nested, L. C. L.-----	1	-----
Rubber-----	1	-----	Same, C. L.-----	4	-----
N. O. S., same as Dry Goods, N. O. S.			Same, nested in crates, L. C. L.-----	2	-----
Cloth wire; see Wire Cloth.			Same, C. L.-----	4	-----
			Conductors and eave troughs, wooden, L. C. L.-----	4	-----

\* The classification of coffee in cabinets applies on shipments packed in cabinets or bins, used in grocery stores to contain coffee, and is not applicable on coffee packed in articles of household furniture, such as bureaus and chiffoniers.

C	Class.	Class if Re-leased.	C	Class.	Class if Re-leased.
Conductors, etc.—Continued.			Cornices, etc.—Continued.		
Same, C. L. -----	6		Wooden, for outside finish; same as Mouldings for building purposes.		
Conduits, brick, C. L. -----		A	Corsets -----	1	
Conduits, electric, insulating, tarred, felt or paper, in bundles, crates or boxes, L. C. L. -----	2		Corundum, crude, viz.: -----		
Same, C. L. -----	5		In casks, barrels or sacks, value limited to 4 cents per pound, L. C. L.; same as Emery.		
Confectionery, viz.: -----			Same, C. L.; same as Iron, special.		
Candy, value limited to 20 cents per pound, and so expressed in bill of lading -----	3	4	Cotosuet (compound of beef suet and cotton-seed oil) -----		B
Candy, value limited to 6 cents per pound, and so expressed in bill of lading -----	4	5	Cost; see Furniture.		
N. O. S. -----	1		Cottolene (compound of lard and cotton-seed oil), packed in cases, tubs, half-barrels, barrels or tierces -----		B
Popped corn, plain or sugared -----	2		Cotton, viz.: -----		
Contractors' outfit; see Outfits.			Burnt; shipments of burnt cotton are accepted at original weight, and cotton rates applied—500 pounds to be the average weight per bale when original weights can not be obtained.		
Conveyers, grain; see Machinery and Machines.			Dyed, in bags -----	1	
Coolers, water; see Filters.			Dyed, in bales, when shipped between points not covered by authorized cotton tariffs -----	4	
Cooling-room material; see Furniture.			Dyed, in bales, when shipped between points covered by authorized cotton tariffs, 10 cts. per 100 pounds higher than cotton tariff rates.		
Cooper's flags -----	1		Unginned, packed in bags less than 2,000 pounds, L. C. L. -----	2	
Coops, chicken, N. O. S. -----	1½		Unginned, packed in bags, 2,000 pounds and over, L. C. L. -----	5	
Coops, chicken, wire, K. D. flat or folded flat -----	2		Unginned, packed in bags, C. L., minimum weight 20,000 lbs. -----	6	
Copal; see Gum.			N. O. S., in bales; see Special Rates. See Circular No. 18.		
Copings, slate; see Slate Copings.			Cotton choppers; see Agricultural Implements.		
Copper, viz.: -----			Cotton duck; see Dry Goods.		
In boxes, barrels or casks -----	2		Cotton factory product samples, in boxes or tablets -----	2	
In ingots and pigs -----	4		Cotton gauze, plain or medicated; cotton bandages, plain or medicated, for surgical purposes and shipped by or to dealers in medical or surgical supplies, packed in boxes or bales -----	1	
Scrap, loose -----	2		Cotton gins, feeders and condensers; see Agricultural Implements.		
Scrap, packed -----	5		Cotton goods; see Dry Goods.		
Copper and zinc composition; see Yellow Metal.			Cotton piece goods and silesia.		
Copper bottoms, plates, sheets, bolts and rods -----	2		Cotton re-gins and linters, in bales, with privilege to carrier of compressing, value limited to two cents per pound -----	6	
Copper cornices; see Cornices.			Cotton re-gins and linters, N. O. S.; same as Cotton.		
Copper mats, L. C. L. -----	4		Cotton sack material; see Dry Goods.		
Same, C. L. -----	6		Cotton-seed foots; see Foots.		
Copper pipe; see Pipe.			Cotton seed and cotton-seed hulls; see Circular No. 10.		
Copper stills; see Stills.			Cotton-seed meal, ashes and oil cake; see Fertilizers.		
Copper, sulphate of; same as Blue-stone.			Cotton-seed meats; see Meats, cotton-seed.		
Copper vessels, in boxes, barrels or casks -----	2		Cotton shirts, drawers and overalls, unlaundried; same as Dry Goods, N. O. S.		
Copperas, in barrels or casks -----	6		Cotton softener; see Softener.		
Copperas, N. O. S. -----	4				
Copying presses; see Presses.					
Cordage -----	3				
Cores, for winding paper thereon; see Spools and Cores.					
Cork, viz.: -----					
Ground, compressed in packages -----	3				
Same, uncompressed -----	1				
Shavings, in sacks -----	D 1				
N. O. S. -----	1				
Cork fasteners; see Fasteners, cork.					
Corn, viz.: -----					
Broom; see Broomcorn.					
Popcorn, in boxes -----	2				
Popcorn, in barrels or sacks -----	5				
Seed; see Seed.					
N. O. S.; same as Grain.					
Corncocks, packed, L. C. L. -----	D				
Same, packed or in bulk, C. L. -----	D				
Corn flour; see Flour.					
Corn poppers, rotary -----		D 1			
Cornices and ornamental work for buildings, viz.: -----					
Sheet iron, galvanized iron, sheet copper and sheet zinc, boxed, crated or loose, L. C. L. -----	3 T 1	D 1			
Same, C. L., minimum weight 10,000 pounds -----	1½	1			
Wooden, for windows, doors or inside finish; see Woodwork.					

C	Class.	Class if Re- leased.	C	Class.	Class if Re- leased.
Cotton sweepings or motes (refuse of cotton-spinning factories) shippers' option-----	A	-----	Cutch, N. O. S.-----	4	-----
Cotton sweepings or motes, N. O. S. (shippers' option)-----	2	-----	Cutlery-----	1	-----
Cotton ties-----	A	-----	Cutters, meat; see Machinery and machines.		
Cotton tie buckles, in boxes-----	2	-----	Cutters, paper; see Paper Cutters.		
Same, in kegs, barrels or casks; same as Cotton Ties.			Cutters; see Agricultural Imple- ments.		
Cotton tie buckles, wired in bundles; same as Cotton Ties.			Cutting boards, glass; see Boards, cutting.		
Cotton waste; see Dry Goods.			Cycloramas; see Scenery.		
Cotton webbing; see Dry Goods.			Cylinders, viz.:-----		
Couplings, car; see Iron and Steel articles.			Cotton mill machinery, parts of; see machinery, cotton and woolen.		
Couplings, shafting, steel; see Iron and Steel articles.			Gas, for dental purposes or for calcium lights, when filled with gas, O. R. L.; see Gas.		
Covers, viz.:-----			Gas, for dental purposes or for calcium lights, empty, re- turned-----	3	-----
Barrel, wooden, with glass panel inserted, boxed or crated, L. C. L.-----		1	Gas cylinders or tubs for car- bonic acid gas, empty-----	1	-----
Barrel or box, with glass panel in- serted-----		1	Same, returned by route as passed over when filled-----	4	6
Bottle, paper, straw or wooden, packed or pressed in bales, L. C. L.-----		3	Iron, for holding of acids; see Iron and Steel articles.		
Bottle, wooden, packed or pressed in bales, C. L., minimum weight 12,000 pounds-----		6	D-----		
Cheese; see Furniture.			Dashers, buggy; see Vehicle Mate- rials.		
Man-hole iron; see Iron and Steel articles.			Dates; see Fruits.		
N. O. S., wooden-----	1	-----	Decoyducks, wooden, in crates or cases-----	3	-----
Crackers, L. C. L.-----	4	-----	Same, canvas-----	1	-----
Crackers, C. L., minimum weight 15,000 pounds-----	5	-----	Deer, boxed-----	3 T 1	-----
Cracker meal and dust; same as Crackers.			Deer heads, S. U., boxed or crated-----	D 1	-----
Cracklings-----	4	-----	Deer skins; see Skins.		
Cradles, grain; see Agricultural Im- plements.			Deer tongue; see Tongue.		
Cranberries; see Fruit.			Demijohns; see Glass and Glass- ware.		
Cranes, mail; see Iron and Steel ar- ticles.			Denims; see Dry Goods.		
Cranes, water, iron; same as Steam Pumps.			Dental goods, L. C. L.-----		1
Crash; see Dry Goods.			Same, C. L.-----		3
Crates; see Boxes.			Desks; see Furniture.		
Crayons, chalk; see Chalk.			Detergent-----	4	-----
Creameries, packed or wrapped-----	2	3	Dextrine, in barrels, L. C. L.-----	4	-----
Cream tartar, in boxes or kegs-----	2	-----	Diggers, post-hole; see Post-hole Diggers.		
Cream tartar, in barrels or hogs- heads-----	3	-----	Diggers, potato; see Agricultural Implements.		
Cribs; see Furniture.			Dioramas, outfit; see Scenery.		
Crockery; same as Earthenware.			Dishes, wooden; see Plates.		
Croquet sets, in boxes-----	2	-----	Disinfectants, L. C. L., viz.:-----		
Cross-arms; see Telegraph Cross- arms.			Dry, in glass, packed-----	1	-----
Crowbars; see Iron and Steel ar- ticles.			Dry, in boxes-----	2	-----
Crucibles, earthen or mineral, pack- ed in barrels, hogsheads or casks-----		3	Dry, in kegs, and barrels or casks-----	3	-----
Crushers; see Agricultural Imple- ments.			Disinfecting liquid, in glass, packed-----	1	-----
Crushers, hullers and separators, cotton-seed; see Agricultural Implements.			Same, in cans, jacketed-----	1	-----
Crystals, washing; see Washing Crystals.			Same, in cans, boxed-----	2	-----
Cultivators; see Agricultural Im- plements.			Same, in wood, N. O. S., prepaid-----	2	-----
Currants; see Fruit.			Disinfectants, C. L., viz.:-----		
Curtain rods and poles; see Fur- niture.			Dry-----	6	-----
Cushions, furniture; see Furniture.			Disinfecting liquids, in glass, pack- ed, and in cans jacketed or boxed-----	5	-----
Cutch, extract, in barrels or casks--	4	5	Same, in wood, N. O. S., prepaid-----	5	-----
			Distributors; see Agricultural Im- plements.		
			Dogirons; see Iron and Steel articles.		
			Dog powers; see Agricultural Im- plements.		
			Doors; see Blinds.		
			Doors, iron; see Iron and Steel ar- ticles.		
			Doubletrees; see Vehicle Materials.		
			Dowel pins; see Pins.		

D	Class.	Class if Re- leased.	D	Class.	Class if Re- leased.
Downspouts; see Conductors.			Drums, viz.:		
Drawbars, iron; see Iron and Steel articles.			Carbonic acid, empty, returned by route as passed over when filled-----	3	5
Drawers, money, boxed and crated--	1	-----	Iron, for holding of acid; see Iron and Steel articles.		
Drays; see Vehicles.			Musical instruments; see Musical Instruments.		
Dressing, belt, in glass, packed-----	3	-----	Toy drums; see Toys.		
Dressing, belt, in wood or in cans, boxed-----	4	-----	Wooden, packing, L. C. L.-----	1	-----
Drills, cotton; see Dry Goods.			Same, C. L., minimum weight 12,000 pounds-----	4	-----
Drills, grain; see Agricultural Implements.			Dry Goods, viz.:		
Drive-well points; see Iron and Steel articles.			Cotton factory products-----	5	-----
Drugs; see Medicines.					

Any of the following named articles (taken only at actual weights) made *wholly of cotton*, when specific name of article and name of shipper are plainly stenciled on outside of packages (shipper's name may be marked on tag attached to package), and stated in shipping receipt or bill of lading (marking or describing packages as containing "Cotton Piece Goods," will not be sufficient), in bales, O. R. of chafing, or in boxes, viz.:

Backbands, made of cotton webbing.	Cotton waste.	Sheetings, bleached or brown.
Calicoes.	Crash, linen or cotton.	Shirting.
Cambrics, glazed.	Denims.	Silesia.
Canton flannels, plain or dyed.	Duck.	Stripes, domestic.
Canvas.	Drills.	Teazle cloth.
Cottonades.	Ginghams, domestic.	Tickings.
Checks, domestic.	Jeans.*	Twine.
Cheviots, domestic.	Jeans, corset.*	Warp.
Cotton bags.	Kérseys.	Webbing, backband.
Cotton bagging (including brown cotton bagging).	Osnaburgs.	Wicking.
Cotton towels.	Plaids.	Yarn.
	Rope.	
	Sack material.	(Class 5.)

\* Agents, when making bills of lading or way-bills for shipments of jeans, must always specify whether cotton or woolen jeans.

D	Class.	Class if Re- leased.	D	Class.	Class if Re- leased.
Dry Goods—Continued.			Dry Goods—Continued.		
Same, unless conditions above named are complied with; same as Dry Goods, N. O. S.			Duck, cotton; see Dry Goods.		
Jute canvas, when specific name of article and name of shipper are plainly marked on outside of packages, and stated in shipping receipt or bill of lading, in bales, O. R. of chafing, or in boxes-----	5	-----	Dust, moulding-----	5	-----
Mixed cotton and woolen goods; same as Woolen Goods.			Dusters, feather, in boxes-----	1½	-----
Mixed, viz.: Any package containing articles of more than one class will be charged at the tariff rate for the highest classed article contained therein.			Dusters, bran; see Agricultural Implements.		
Muslins, cheap-----	1	-----	Dye stuff, viz.:		
Yarn, on beams or spools-----	5	-----	Dry, in boxes-----	1	-----
Yarns, N. O. S.-----	3	-----	Dry, N. O. S., in barrels-----	2	-----
Webbing, cotton, N. O. S.-----	4	-----	Liquid, N. O. S., in barrels-----	4	5
Window holland and shade cloth-----	1	-----	Dye wood, in boxes or barrels-----	2	-----
Woolen goods-----	1	-----	Dye woods, in stick-----	4	-----
In trunks, not corded or wrapped-----	D 1	-----	Dye wood chips, in bags-----	3	-----
In trunks, corded or wrapped-----	1	-----	Dynamite and dynamite forcite; see Explosives.		
N.O.S. (including all dry goods not specifically named), in bales, owners' risk of chafing, or in boxes or cases-----	1	-----	Dynamos; see Machinery and Machines.		
			E		
			Earth, fullers in barrels or casks-----	6	-----
			Earthen glass house-pots; see Pots.		
			Earthenware, jugware or stoneware, viz.:		
			In boxes or barrels-----	1	2
			In casks or tierces-----	3	4
			In crates or hogsheds-----	4	5
			Loose, L. C. L.-----	1	2
			Loose, C. L.-----	4	5
			Easels; see Furniture.		
			Egg case fillers; see Fillers.		

E	Class.	Class if Released.	E	Class.	Class if Released.
Egg cases and crates; see Boxes.			Ether, sulphuric, viz.:		
Eggs, Easter, made of paraffine wax-	3 T 1	D 1	In steel drums, secured by an iron		
Eggs, packed	1	2	screw plug	1	-----
Egg testers		D 1	In tin cans, hermetically sealed		
Electric batteries, storage, L. C. L.	1		and securely packed and boxed.	D 1	-----
Same, C. L.	3		In glass bottles, boxed and securely		
Electric cleats, for securing electric			packed	D 1	-----
wires; see Cleats.			Evaporators; see Agricultural Im-		
Electric conduits; see Conduits.			plements.		
Electric dynamos; see Machinery			Evergreen, boxed, for decorating		
and Machines.			purposes; see Trees and Shrub-		
Electric instruments and fixtures,			bery.		
N. O. S., boxed	1	-----	Excelsior, pressed in bales, L. C. L.	5	-----
Electric light carbons; see Carbons.			Same, C. L., minimum weight		
Electric light globes or bulbs; see			20,000 pounds; Class O, Com-		
Glass and Glassware.			missioners Standard Tariff,		
Electric light hoods, iron, nested, in			with 10 per cent. added.		
packages	2	-----	Exhibitors; see Wire-work.		
Electric meters; see Meters.			Explosives, viz.:		
Electric motors; see Machinery and			The transportation of high explos-		
Machines.			ives by lines members of the "AS-		
Electric motor trucks; see Trucks.			OCIATED RAILWAYS OF VIRGINIA AND		
Elevator buckets; see Buckets.			THE CAROLINAS" will in all cases		
Elevators, cotton; see Agricultural			be governed by their specific rules		
Implements.			and shipments and will not be re-		
Elevators, N. O. S.; see Machinery.			ceived except by special agree-		
Embalming fluid, in glass or jugs,			ment.		
packed		1	Gun cotton	D 1	-----
Same, in barrels or kegs		4	Nitro-glycerine (not taken except		
Emery, value limited to 4 cents per			by special agreement by lines		
pound	3	-----	interested).		
Emery, N. O. S.	2	-----	Powder, common, black, L. C. L.	D 1	-----
Emery wheels, packed	3	-----	Same, C. L., minimum weight		
Enameled ware; see Agateware.			10,000 pounds	1	-----
Engines; see Machinery and Ma-					
chines			NOTE.—Gross weights must be		
Envelopes, packed	2	-----	charged for on all shipments.		
Equipage, military, camp, garrison			All other explosives, L. C. L.	D 1	-----
and horse	1	-----	Same, C. L., minimum weight		
Erasers, blackboard, boxed; see			20,000 pounds	1	-----
Blackboard Erasers.					
Essences; see Extracts.					

Rules governing transportation of high explosives :

High explosives, such as atlas, hercules, giant, dittmar, commercial ætna, hecla and other nitro-glycerine powders. Dynamite, nitro-glycerine, glynnoin oil, nitroleum, blasting oil, nitrated oil or powder, mixed with any such oil or fibre, saturated with any such articles or substances, will be received for transportation only at steamship or railroad companies' option only under the following conditions :

FIRST.—Shipments to be packed in strong boxes, not too large to be readily handled by one person, and each package to be plainly marked "Explosive," "Dangerous," on top and on one side or on one end.

SECOND.—It is understood that in these articles the nitro-glycerine is thoroughly absorbed in charcoal, sawdust, infusorial earth, wood fibre, carbonate of magnesia, or other similar substances, and that the amount of the nitro-glycerine is such that the temperature on the hottest summer day will not occasion any leakage; also that the powder formed by that absorbent material and the nitro-glycerine is always made up into cartridges and never put into the boxes in bulk. Should any package show outward signs of any oily stain, or other indication that absorption is not perfect, or that the amount of nitro-glycerine is greater than the absorbent can carry, the packages must be refused in every instance and must not be allowed to remain on the property of the carrier.

THIRD.—Nitrate or other explosive preparations not in accordance with above specifications (except

ordinary black powder) will in no case be received for shipment.

FOURTH.—Shipments must be so loaded that boxes will lie bottom side down, it being understood that the cartridges are so placed in the boxes that they will lie on their sides and never on their ends when so loaded. The boxes must be so placed in car that they can not fall to the floor under any circumstances.

FIFTH.—Shipments of common black powder may be received if packed in good, substantial iron or wooden kegs, packages not to exceed one hundred and fifty pounds in weight, unless for export, when larger packages will be received.

SIXTH.—In no case will percussion caps exploders, safety squibs, fulminators, friction matches, or any other article of like nature be loaded in same car with any of the above explosives. There can not be too great care exercised in this matter.

SEVENTH.—Safety-fuse will be received for shipment at any time it is offered and the restrictions in regard to shipping powder do not apply to it.

EIGHTH.—As special powder cars are not in general service among roads of this Association, agents must know that none of the above explosive substances are loaded at their stations in old cars, having loose boards or cracks in the roof or sides. Cars for carrying these explosives must be first-class in every respect; must be tight everywhere, and must have doors that can be closely shut, leav-

## Rules governing transportation of high explosives—Continued.

ing no cracks for sparks to get in. When explosives are carried in full car-loads, the doors must be stripped, except when the cars are equipped with the new Wagner car doors, which must never be stripped. Agents must refuse to receive from connecting lines cars loaded with explosives, unless the requirements of this section have been complied with.

NINTH.—Every car containing any of the above explosive substances, either full car-load or small package, must be plainly marked on both sides "Powder—Handle Carefully," so that those having charge of it will not do anything ignorantly to incur danger. This should be done by the shipper of full car-loads, and by the agent when packages are loaded in car at his station. Cars containing explosives received from connecting lines, if not marked when received, must be marked by the agent at the

connecting point. Agents will be held strictly responsible that no car containing explosives leaves their stations until it is properly marked.

TENTH.—Agents must notify conductors whenever a car containing explosives is to be taken from their stations; and conductors must not take from any station or siding any car known to contain explosive substance unless Rules Eight and Nine have been complied with, and such cars must be placed in their train as near the middle as possible.

ELEVENTH.—Agents should notify all the shippers in their neighborhood of these requirements.

TWELTH.—The law provides heavy penalties, both to shippers and common carriers, for a violation of these rules, and agents and shippers should be careful to see that such shipments are put up, marked and forwarded only under their proper names and in accordance with these provisions.

E	Class.	Class if Re-leased.	F	Class.	Class if Re-leased.
Extinguishers, fire, hand, glass or grenade, packed-----	1½	1	Fasteners, cork, wire, in boxes or barrels-----	2	-----
Extinguishers, fire, on wheels-----	D 1	1½	Faucets, boxed-----	2	-----
Extract of beef, viz.:-----			Feather renovators; see Agricultural Implements.		
Packed in glass or earthenware-----		2	Feathers-----	D 1	-----
In cans, boxed-----		3	Feeders; see Agricultural Implements		
In bulk, in barrels-----		3	Feed water heaters; see Radiators and Heaters.		
Extracts; see Bark, Coffee, Indigo, Logwood, Malt and Sumac.			Feldspar, in casks, barrels, hogs-heads or tierces, L. C. L.-----	5	-----
Extracts and essences, N. O. S.-----	1	-----	Same, C. L.-----	6	-----
F			Felloes; see Vehicle Materials.		
Facings, coal and iron, in barrels or sacks, L. C. L.-----	6	-----	Felt, building; see Asbestos Products.		
Same, C. L.-----	A	-----	Felts, cotton (not batting), in bales--	5	-----
Fans, viz:-----			Felt roofing; see Roofing.		
Exhaust; see Machinery.			Fence, wire and wood (combination).		-----
Palm leaf, pressed-----	1	-----	Fence machines; see Machinery and Machines.		
Wheat; see Agricultural Implements, N. O. S., in boxes-----	D 1	-----	Fencing; see Iron and Steel articles.		
Farina, in packages, boxed, L. C. L.-----	4	-----	Fencing, field, woven wire in rolls; see Iron and Steel articles.		
Same, C. L.-----	5	-----	Fenders for street cars; see Iron and Steel articles.		
Fasteners, box, metallic, in kegs, barrels or casks, contents marked or stenciled thereon-----	5	-----			

## SEE SPECIAL RATES—CIRCULAR No. 1.

Fertilizers, C. L., minimum weight 20,000 pounds (shipper's option), including also:

Ammonia, sulphate of, when shipped to fertilizer factories, C. L.	Lime, acetate, C. L.
Ashes, cotton seed, C. L.	Marl, green sand, in bags, barrels or casks (not taken when in bulk), C. L.
Ashes, tan-bark, C. L.	Meal, cotton-seed, C. L.
Ashes, wood, C. L.	Meal, gluten, when shipped to fertilizer factories, C. L.
Bones and bone dust, packed in barrels or casks (not taken in bags), C. L.	Meal, linseed oil, C. L.
Brimstone, when shipped to fertilizer factories, C. L.	Plaster, land, C. L.
Cake, cotton-seed oil, C. L.	Potash, German, muriate, sulphate, when shipped to fertilizer factories, C. L.
Cake, nitre, C. L.	Pyrites, C. L.
Cake, salt, C. L.	Shells, oyster, when shipped to fertilizer factories, C. L.
Castor pomace, C. L.	Slag, ground, C. L.
Cinders, wood, C. L.	Soda, nitrate, C. L.
Glucose, refuse, when shipped to fertilizer factories, C. L.	Sulphur, when shipped to fertilizer factories, C. L.
Guano, C. L.	Tankage and dried blood, C. L.
Gypsum land plaster, C. L.	Tobacco sweepings or stems, in bags, bales, barrels, casks or in bulk, for fertilizer purposes, so certified on bill of lading or shipping receipt, value limited to \$10 per ton, and so expressed in bill of lading, C. L.
Hulls, cotton seed, in bags, barrels, casks or in bulk, C. L., minimum weight 24,000 pounds.	
Iron, sulphate of, when shipped to fertilizer factories, C. L.	
Kainit, when shipped to fertilizer factories, C. L.	

TWENTY PER CENT. HIGHER THAN FERTILIZERS, C. L.

Fertilizers, L. C. L., including also:

Ashes, cotton-seed, L. C. L.  
 Ashes, wood, L. C. L.  
 Ashes, tan-bark, L. C. L.  
 Bones and bone dust, packed in barrels or casks  
 (not taken in bags), L. C. L.  
 Cake, cotton seed oil, L. C. L.  
 Cinders, wood, L. C. L.  
 Guano, L. C. L.  
 Gypsum land plaster, L. C. L.  
 Hulls, cotton seed, in bags, barrels or casks (not  
 taken when in bulk), L. C. L.  
 Kainit, when shipped to fertilizer factories, L. C. L.

Fertilizers, L. C. L., including also:

Meal, cotton-seed, L. C. L.  
 Meal, linseed oil, L. C. L.  
 Plaster, land, L. C. L.  
 Potash, German, muriate, sulphate, when shipped  
 to fertilizer factories, L. C. L.  
 Pyrites, L. C. L.  
 Slag, ground, in bags, L. C. L.  
 Tobacco sweepings or stems, in bags, bales, barrels  
 or casks, for fertilizer purposes, so certified on  
 bill of lading or shipping receipt, value limited to  
 \$10 per ton, and so expressed in bill of lading, L.  
 C. L.

F	Class.	Class if Re- leased.
Fiberoid, indurated, in packages, L. C. L.-----	4	5
Fibre, viz.: Broom, wood-----	6	-----
Cocoa, in bags or sacks, L. C. L.-----	1	-----
Same, in dholls or pressed in bales, L. C. L.-----	2	-----
N. O. S., C. L.-----	4	-----
Cotton seed, pressed in bales, L. C. L.-----	6	-----
Same, C. L., minimum weight 20,000 pounds-----	A	-----
Palmetto, pressed in bales, L. C. L.-----	6	-----
Same, C. L.-----	D	-----
Pine; same as Excelsior. Vulcanized, in packages-----	3	-----
Fibreware, indurated; same as Woodenware-----		
Fifth wheels; see Vehicle Materials. Figs; see Fruit. Figures; see Images. Files or rasps, iron or steel, boxed-----	2	-----
Filing cabinets; see Furniture. Fillers, egg case, of strawboard or wood, K. D. flat, packed in cases, L. C. L.-----	2	-----
Same, C. L.-----	6	-----
Filters, viz.: Mechanical, iron, owners' risk of breakage, L. C. L.-----	3	-----
Same, C. L.-----	6	-----
Of tripoli or broken stone, boxed or crated, L. C. L.-----	3	4
Same, C. L.-----	4	5
Water filters and coolers, boxed or securely crated-----	1	-----
Findings, shoe-----	1	-----
Fire-arms-----	1	-----
Firecrackers and fireworks, packed (so marked shipper's option)-----	1	-----
Fire department apparatus, water towers; see Towers. Fire escapes; see Iron and Steel articles. Fire extinguishers; see Exting- uishers. Fire kindling; see Kindling. Fire-plugs; see Iron and Steel arti- cles. Firkins; see Tubs. Fish, viz.: In cans, boxed, L. C. L.-----	4	-----
Same, C. L.-----	5	-----
Dry salted, in bundles-----	1	-----
Dry salted, packed, N. O. S.-----	5	-----
Dry salted, in boxes, value limited to 5 cents per pound-----	6	-----

F	Class.	Class if Re- leased.
Fish—Continued. Fresh, packed, prepaid, L. C. L.-----		1
Fresh, packed, collect, freight guaranteed by shipper, L. C. L.-----		2
Fresh, at owner's risk, in refrig- erator cars, C. L., minimum weight 24,000 pounds; 5 cents per 100 pounds higher than Class B.  NOTE.—No freight charges to be made for ice in same car neces- sary for preservation in transit, provided that not more than 4,000 pounds per car be carried free.  Pickled or salted, in barrels, half- barrels, kegs or kits-----	3	6
Smoked, in boxes-----	2	-----
Stuffed-----	3 T 1	-----
Fish bars; see Iron and Steel arti- cles. Fishing rods-----	D 1	-----
Fishing tackle, boxed-----	1	-----
Fittings, iron pipe; see Iron and Steel articles. Fixtures, viz.: Awning, iron; see Iron and Steel articles. Bank, store, etc.; see Furniture. Gas, packed-----	1	2
Grate; see Grate Fixtures. Grindstone, iron; see Iron and Steel articles. Lightning-rod; see Lightning-rod Fixtures. Tobacco; see Machinery. Flags, coopers'; see Coopers' Flags. Flake, malt; same as Cerealine. Flanges, wheel; see Iron and Steel articles. Flasks, viz.: Moulders and pipe, iron; see Iron and Steel articles. Moulders, wood, L. C. L.-----	4	-----
Same, C. L.-----	6	-----
Flax, pressed in bales-----	3	-----
Flaxseed; see Seed. Fleshings, trimmings and scrap- ings of hides, L. C. L.-----	4	-----
Same, C. L.-----	5	-----
Flint, ground, in barrels, casks, kegs or bags-----	4	6
Flour, viz.: Buckwheat, in sacks-----	5	-----
Same in boxes, barrels, kegs or drums-----	6	-----

F	Class.	Class if Re- leased.	F	Class.	Class if Re- leased.
Flour, etc.—Continued.					
Corn; same as Corn Starch.			lower than can be made by ap- plication of above classification that such special rates on cot- ton-seed oil will apply on ship- ments of cotton-seed foots (resi- duum of cotton-seed oil refin- ings) in like quantities.		
Potato, L. C. L. -----	3	-----	Forges, portable -----	3	-----
Same, C. L. -----	5	-----	Forgings; see Iron and Steel arti- cles.		
Rice; see Rice Flour.			Forks; see Agricultural Implements.		
Sago; see Sago Flour.			Fountains, soda, fully boxed; not taken unless fully boxed -----	3 T 1	1
Self-raising, in sacks -----	5	-----	Fowls; see Poultry.		
Same, in boxes, barrels, kegs or drums -----	6	-----	Frames, viz.: -----		
N. O. S., in barrels -----	F	-----	Awning and shade, iron; see Iron and Steel articles.		
Same, in half-barrels -----	½ of F	-----	Bed; see Furniture.		
N. O. S., in sacks, owners' risk of wet and waste, estimated weight: in one-half barrel sacks, 98 pounds; in one- fourth barrel sacks, 49 pounds, in one-eighth barrel sacks, 24½ pounds; except that when actual weight is clearly shown to be less, only actual weight is to be charged for, ship- ments of Flour in any except usual size sacks as named above, in all cases to be charged for at actual weight. Bills of lading and way bills must show number of sacks of each weight contained in shipment -----	C	-----	Door and window; see Blinds.		
Flourine, in bags or sacks, L. C. L. -----	3	-----	Door and window screen, in the white; see Blinds.		
Same, C. L. -----	C	-----	Door and window screens, wood, without wire cloth, K. D., boxed or crated, L. C. L. -----	4	-----
Flowers; see Trees and Shrubbery.			Same, C. L., minimum weight 15,000 pounds -----	6	-----
Flues, viz.: -----			Picture and mirror; see Furniture.		
Copper and brass, boxed -----	2	-----	Skylight, wooden, glazed: same as Sash, glazed.		
Iron; see Iron and Steel articles.			Same, unglazed; same as Sash, unglazed.		
Lint; see Agricultural Implements.			Skylight, N. O. S., crated, glazed -----	3	4
Tobacco, sheet iron; see Iron and Steel articles.			Same, unglazed -----	4	5
Flue linings, earthen, packed, L. C. L. -----	4	-----	Freezers, ice cream -----	1	3
Same, packed or loose, C. L. -----	4	A	Frogs, railroad; see Iron and Steel articles.		
Fluid, marking, in wood; see Ink.			Fruit, canned, or in glass, viz.: -----		
Fluorspar, C. L. -----	A	-----	In glass, packed -----	1	2
Fluorspar, L. C. L. -----	6	-----	In cans, boxed, N. O. S., L. C. L. -----	4	-----
Flux, soldering, in barrels or kegs or in cans, boxed -----	4	-----	Same, C. L. -----	5	-----
Fodder; see Hay.			Fruit, dried, viz.: -----		
Foil, tin; see Tinfoil.			In car-loads 24,000 pounds minimum L. C. L., as follows: -----		6
Food, for animals, viz.: -----			Apples -----	4	-----
Consisting of cotton-seed hulls and cotton-seed meal; same as Cotton-seed Meal			Berries, N. O. S. -----	4	-----
Cooked, dry, in boxes, barrels or sacks -----	D	-----	Currants -----	2	3
Prepared, N. O. S., in boxes, bar- rels or sacks, L. C. L. -----	4	-----	Dates -----	1	-----
Same, C. L. -----	6	-----	Figs -----	1	-----
Prepared, in glass, boxed, owner's risk of breakage -----	2	-----	Peaches -----	4	-----
Food preparations, cereal, N. O. S., viz.: -----			Pears; same as Apples.		
In packages, boxed, L. C. L. -----	4	-----	Prunes, in boxes or kegs -----	1	-----
Same, C. L. -----	5	-----	Prunes, in barrels or casks -----	3	-----
In bags or sacks, L. C. L. -----	4	-----	Raisins -----	2	3
Same, C. L. -----	5	-----	N. O. S. -----	3	-----
In barrels, L. C. L. -----	5	-----	Fruit, green, viz.: -----		
Same, C. L. -----	6	-----	NOTE.—When green fruits are shipped during cold weather and stoves and fuel are furnished by shipper, one man will be billed in charge of the car to care for fire and property, but he must provide himself with a first-class ticket. Stoves returned will be charged for at regular rates.		
Food preservative, packed -----	3	-----	Apples, in boxes, L. C. L., pre- paid or guaranteed -----		
Food warmers, soapstone; see Soap- stone.			Apples, in barrels or crates, actual weight -----	3	6
Foots, cotton-seed, in barrels, resi- duum of cotton-seed oil refin- ings -----	6	-----	Apples—mixed car-loads of ap- ples, beets, cabbage, onions, potatoes and turnips may be taken at the same rate as straight car-loads of either ar- ticle.		

NOTE.—It is hereby ruled that where special rates are issued on cotton-seed oil which are

F	Class.	Class if Re-leased.	F	Class.	Class if Re-leased.
Fruit, green—Continued.			Evaporator; see Agricultural Im-plements.		
Apples in barrels, crates, boxes or in bulk, C. L. -----		6	Heating, not packed -----		1
Bananas, packed, prepaid or guar-anteed, L. C. L. -----		2	Heating, packed -----		3
Bananas, loose, C. L., minimum weight 20,000 pounds -----		3	Smelting, iron, S. U. -----	1	3
			Same, K. D. -----	3	5
NOTE.—Lines are authorized at their option to pass banana messengers for the purpose of looking after the proper ventila-tion of cars and otherwise caring for shipments; said messengers to be returned free on passenger trains within three days after arrival of fruit at destination. Messengers must not be passed with L. C. L. shipments, and not more than one messenger with one single consignment from one consignor to one con-signee, and free transportation will only be given to messen-gers actually in charge of ba-nana shipments, and will not be allowed on account of fruits and vegetables of any other descrip-tion.			Furniture, N. O. S., in the white; same as Finished furniture.		
Berries, N. O. S., prepaid -----		1	Furniture, when manufactured of pine, poplar or other common woods, C. L., viz.: -----		
Cranberries -----	3		Chairs, N. O. S., C. L., 8,000 pounds minimum weight -----	3	4
Grapes, prepaid, L. C. L. -----		1	Chair stuff or stock, N. O. S., parts not joined together in the white, minimum weight 20,000 pounds -----	4	5
Grapes, in casks or barrels for wine purposes, L. C. L., 24,000 pounds -----		5	Chair stuff or stock, N. O. S., parts not joined together, in the rough, minimum weight 20,000 pounds -----	5	6
Grapes, in casks or barrels for wine purposes -----		6	Refrigerators and ice chests, stained, minimum weight 12,000 pounds -----	4	
Grapes, C. L., minimum weight 20,000 pounds -----	1	3	N. O. S., minimum weight 12,000 pounds -----	3	4
Lemons -----	1	2	Furniture, when manufactured of pine, poplar, oak or other common woods, L. C. L., viz.: -----		
Oranges, packed in cylindrical orange boxes, 20 per cent. higher than rate charged for oranges packed in boxes of standard size and shape.			Bedsteads, folding, boxed or crated -----	1	2
Oranges, N. O. S. -----	1	2	Bedsteads, N. O. S., wrapped or crated -----	2	3
NOTE.—When oranges are trans-ferred in transit from ventilator to refrigerator cars, any icing charges incurred thereon must be paid by consignee.			Bed slats, in bundles or crates -----	2	3
Pears; same as Apples.			Bureaus, wrapped or crated -----	2	3
Pineapples, Florida, per standard box of 160 pounds, will take double the commodity rate per standard box of oranges where such commodity rates on oranges exist.			Cabinets, kitchen, tin; same as Safes, kitchen.		
Pineapples, N. O. S., packed, actual weight, prepaid or guar-anteed -----		2	Church furniture, wrapped or crated, S. U. -----	1½	1
N. O. S., prepaid or guaranteed ---	1	2	Same, K. D. -----	2	3
Fruit bins; see Bins, fruit.			Cots, S. U. -----	1	2
Fruit jar caps and tops; same as Fruit Jars, common.			Cots, K. D., or folded -----	2	3
Fruit jars; see Glass and Glass-ware.			Cribs, K. D., or folded -----	2	3
Fruit juices; see Preserves.			Desks and seats, school, set up or folded -----	2	3
Frumentum; same as Cerealine.			Same, K. D. -----	3	4
Fullers' earth; see Earth, fullers'.			Desks, N. O. S., wrapped or crated -----	1	2
Furnaces, viz.: -----			Frames, bureau glass, in bundles ---	1	2
Clay, pail-shaped, loose, L. C. L. ---		6	Frames, lounge, S. U. -----	1½	1
Clay, pail-shaped, released, C. L.; same as Brick, fire, C. L.			Frames, lounge, backs taken off ---	1	2
			Refrigerators and ice chests, stained -----	3	
			Safes, pantry, meat or kitchen, S. U. -----	1½	1
			Same, K. D., packed -----	2	3
			Slats, bed; see Bed Slats.		
			Stands, hall, wrapped or crated -----	2	3
			Tables, wrapped or crated, S. U. ---	1½	1
			Tables, K. D. flat -----	2	3
			Table legs, slides, leaves and sup-ports -----	2	3
			Wardrobes, wrapped or crated, S. U. -----	1½	1
			Same, K. D. -----	2	3
			Washstands, wrapped or crated -----	2	3
			N. O. S., wrapped or crated, S. U. ---	1½	1
			N. O. S., wrapped or crated or boxed, K. D. -----	2	3
			Furniture, when manufactured of ash, mahogany, maple, rose-wood, walnut, oak, chestnut or other hard woods, C. L., viz.: -----		
			Chairs, N. O. S., 8,000 pounds minimum -----	2	3
			Chairs, reclining, boxed or crated ---	1½	

F	Class.	Class if Re- leased.	F	Class.	Class if Re- leased.
Furniture—Continued.			Furniture—Continued.		
Chair stuff or stock, N. O. S., parts not joined together, in the white, minimum weight 20,000 pounds -----	4	5	Castors, roller, packed, L. C. L. ---	2	-----
Chair stuff or stock, N. O. S., parts not joined together, in the rough, minimum weight 20,000 pounds -----	5	6	Chairs, bamboo, rattan, reed or willow -----	3 T 1	-----
Desks, school, or school seats, knocked down or folded, mini- mum weight 12,000 pounds ---	3	4	Chairs, wood with cane, splint, rattan, reed, willow, bamboo or solid wooden seats, whether manufactured of common or hard wood, set up -----	1½	1
Refrigerators and ice chests, packed or wrapped, minimum weight 12,000 pounds -----	3	-----	Same, K. D., boxed, crated or wrapped in bundles -----	1	2
N. O. S. minimum weight 12,000 pounds -----	2	3	Chairs, barber, dental or surgical, boxed or crated -----	1½	-----
Furniture, when manufactured of ash, mahogany, maple, rose- wood, walnut, oak, chestnut or other hard woods, L. C. L., viz.: Bedsteads, folding, boxed or crated Bedsteads, N. O. S., wrapped or crated -----	1	2	Chairs, camp or folding seat -----	1½	1
Bureaus, wrapped or crated -----	1½	2	Chairs, opera, iron, packed, K. D., L. C. L. -----	1½	1
Chairs, reclining, boxed or crated -----	1½	2	Chairs, opera, iron, packed, C. L., minimum weight 20,000 pounds	3	-----
Church furniture, wrapped or crated, S. U. -----	-----	1½	Chairs, reclining, boxed or crated Chairs and stepladder combination, set up -----	1½	-----
Same, K. D. -----	-----	2	Same, K. D., in bundles -----	1	-----
Cots, S. U. -----	1½	1	Chairs, upholstered, S. U. -----	3 T 1	D 1
Cots, K. D. or folded -----	2	3	Same, K. D., boxed, crated or wrapped in bundles -----	D 1	1½
Cribs, K. D. or folded -----	1	2	Cushions, furniture, in bales or cases, owner's risk of chafing ---	1	-----
Desks and seats, school, set up or folded -----	1	2	Easels -----	D 1	1½
Same, K. D. -----	2	3	Filing cabinets, boxed or crated (not taken unless boxed or crated) -----	1	-----
Desks, N. O. S., wrapped or crated Frames, bureau glass, in bundles ---	1	2	Filing cases or document boxes, boxed or crated (not taken unless boxed or crated) -----	D 1	-----
Frames, lounge, S. U. -----	1½	1	Fixtures, for fitting banks, stores, saloons, offices, etc., of hard or soft woods, polished or finish- ed, with or without mirror in- serted in panels or openings to be fitted thereto, K. D. and fully boxed, wrapped or crated (mirrors to be properly boxed) L. C. L. -----	1½	1
Frames, lounge, backs taken off ---	1	2	Same, C. L., minimum weight 12,000 pounds -----	2	3
Frames, parlor -----	1½	1	Lounges, rattan or willow -----	1½	1
Frames, picture or mirror, bundles Same, in boxes -----	1½	1	Marble, slate, granite or stone slabs, for furniture or mantels; see Marble. -----	-----	-----
Lounges, upholstered, backs taken off -----	1½	1	Mattresses, hair, wool, moss, feather, spring or woven- wire -----	1½	-----
Racks, hat, wrapped or crated, S. U. -----	1½	1	Mattresses, shuck, excelsior, straw, cotton or shoddy -----	3	-----
Same, K. D. or folded -----	1	2	Poles and rods, curtain, viz.: Stained, varnished or otherwise finished, boxed or crated -----	1	-----
Refrigerators and ice chests, packed or wrapped -----	2	-----	In the rough, in boxes, crates or bundles, L. C. L. -----	2	4
Sideboards, wrapped or crated -----	1½	1	Same, C. L., minimum weight 12,000 pounds -----	5	6
Sofas, N. O. S., and tete-a-tetes, wrapped or crated -----	1½	1	In the white -----	4	-----
Sofa, nedofik, adjustable; same as Sofas, N. O. S. -----	1	2	Same, packed or in rolls, strapped or securely tied in bundles (carload shipments, all rail, may be taken loose) -----	A	-----
Stands, hall, wrapped or crated ---	D 1	1½	Refrigerators, metallic, L. C. L. ---	2	-----
Tables, wrapped or crated, S. U. ---	1	2	Same, C. L., minimum weight 12,000 pounds -----	3	-----
Tables, K. D., flat -----	2	3	Refrigerator or cooling room ma- terial, in complete sets, K. D., minimum weight 1,500 pounds each -----	3	4
Table legs, slides, leaves and sup- ports -----	D 1	1½	Safes or covers, cheese Settees; same as Chairs. -----	1	-----
Wardrobes, wrapped or crated, S. U. -----	1	2	Springs, bed and furniture, in bundles, wired together -----	1½	-----
Same, K. D. -----	1	2			
Washstands, wrapped or crated ---	1	2			
N. O. S., wrapped or crated, S. U. ---	D 1	1½			
N. O. S., wrapped or crated or boxed, K. D. -----	1	2			
Furniture, not included in the fore- going lists, viz.: -----	1½	-----			
Beds, springs, or woven wire -----	3	4			
Beds, spring or woven wire, C. L., minimum weight 12,000 pounds ---	-----	-----			
Bedsteads, iron or brass, viz.: S. U., L. C. L. -----	-----	1			
K. D., L. C. L. -----	-----	2			
C. L., minimum weight 12,000 pounds -----	-----	4			
Book-cases, wrapped or crated ---	1½	1			

F	Class.	Class if Re- leased.	G	Class.	Class if Re- leased.
Furniture—Continued.			Glass, etc.—Continued.		
Springs, bed and furniture, com- pressed and packed in barrels, casks or boxes-----	3	-----	Carboys, viz.: Empty, L. C. L.-----	D 1	3
Stands or racks, music, viz.: Bamboo, reed or willow, crated or boxed-----	D 1	1½	Empty, C. L., minimum weight 20,000 pounds-----	3	5
Iron or wood, wrapped, crated or boxed, S. U.-----	1½	1	Empty, returned, L. C. L.-----	-----	4
Iron or wood, K. D. flat, wrapped, crated or boxed-----	2	3	Empty, returned, C. L., minimum weight 15,000 pounds-----	-----	6
Stands, revolving, display, wooden, viz.: Boxed or crated, S. U.-----	1½	1	Cathedral, viz.: Rough, framed or leaded, in pack- ages, O. R. B., L. C. L.-----	-----	1
Boxed or crated, K. D., shelves, caps and bases taken off-----	1	2	Rolled, comprising all varieties of cast or rolled colored glass, not framed or leaded, L. C. L.-----	2	3
Stools, piano-----	1	-----	Same, C. L., O. R. B.-----	-----	4
Tables, bamboo, rattan, reed or willow-----	3 T 1	-----	Colored, stained, decorated, enam- eled, ground, figured or etched, L. C. L.-----	1½	1
Tables, billiard, and billiard table beds, boxed-----	D 1	1	Same, C. L.-----	1	2
Wall cases, partly of glass panels- Furs; see Hides.	1½	1	Chimneys, packed, L. C. L.-----	1	2
Fuse-----	1	-----	Same, C. L., minimum weight 16,000 pounds-----	3	4
Fustic, extract, in barrels or casks--	4	5	Demijohns, viz.: Empty, not packed, L. C. L.-----	4 T 1	3 T 1
G			Empty, N. O. S., packed, L. C. L.-----	D 1	1½
Galvanized iron watering pots; see Pots, watering, galvanized iron.			Empty, each enclosed in a sep- arate box or crate, L. C. L.-----	-----	1
Gambier-----	4	-----	Filled, packed (not packed or boxed, not taken), L. C. L.-----	D 1	1½
Game; same as Poultry.			Filled or empty, C. L.-----	3	5
Gas, in iron buoys, requiring flat or gondola car, minimum weight 5,000 pounds each-----	1	-----	Electric light globes or bulbs, L. C. L.-----	D 1	-----
Gas, for dental purposes or for cal- cium lights, in cylinders, O. R. L.-----	-----	1	Same, C. L., minimum weight 16,000 pounds-----	3	-----
Gas, liquid, carbonic acid, in iron tubes and soda water retorts--	2	4	Fruit jars, common, packed, L. C. L.-----	2	4
Gas purifier boxes, C. L.-----	3	5	Same, C. L., minimum weight 20,000 pounds-----	3	5
Gas trays; see Trays, gas.			Glass, broken or cullet, in pack- ages, L. C. L.-----	5	-----
Gasoline; see Oil.			Same, C. L.-----	A	-----
Gauges, steam; see Machinery and Machines.			Glassware, viz.: Common, N. O. S., not engraved or etched, L. C. L.-----	1	2
Gelatine-----	1	-----	Same, C. L., minimum weight 20,000 pounds-----	2	1
Generators, gas; see Machinery and Machines.			Fine, engraved or etched-----	D 1	1
Gigs; see Vehicles.			Fine, N. O. S.-----	D 1	1
Ginger, ground, in boxes-----	2	-----	Insulators, packed-----	-----	4
Ginger, in bags-----	3	-----	Lanterns, packed-----	1	-----
Ginger ale; see Ale.			Lantern globes-----	2	3
Ginghams; see Dry Goods.			Mirrors, viz.: Over 7 x 12 feet packed; special contract-----		
Gins; see Agricultural Implements.			Over three feet, not exceeding 7 x 12, packed-----	3 T 1	1
Ginseng-----	1	-----	Three feet or under, packed-----	3 T 1	2
Glass and glassware, viz.: Battery jars, in packages, O. R. B., L. C. L.-----	2	-----	Oil cans, with metal jackets, packed; see Cans, empty.		
Same, C. L., minimum weight 20,000 pounds-----	6	-----	Plate glass, boxed, viz.: Capable of being loaded in box cars, N. O. S., L. C. L.-----	1½	1
Bottles, viz.: Ale, beer and porter, empty, re- turned; see Ale and Beer packages.			Same, C. L.-----	1	2
Common, packed, L. C. L.-----	3	4	When boxes are of such size as to require flat or gondola cars, shipments to be received for transportation only when properly loaded and secured by suitable framework firmly attached to cars by shipper, and to be unloaded by con- signee or at his expense, C. L., minimum weight 10,000 pounds-----		
Common, packed, C. L.-----	3	5			
Common, packed, in bulk, C. L., minimum weight 20,000 pounds-----	-----	5			
Oil, in metal jackets-----	1	2			
Soda water, mineral or aerated water (glass or earthenware), empty, returned to original shipper and point of shipment, packed either in packing cases or otherwise-----	4	E			

G	Class.	Class if Re- leased.	G	Class.	Class if Re- leased.
Glassware—Continued.			Grates—Continued.		
Rough or ribbed glass (not glazed sash), for vaults, skylights, roofs and floors, L. C. L.	3	4	Fronts, fenders and frames, packed	2	4
Same, C. L.	4	5	Gravel, C. L.	P	
Showcases, entirely boxed (not taken unless entirely boxed)	D 1	1½	Gravestones; see Monuments.		
Signs, prepaid	3 T 1	1	Grease, viz.: Axle, all kinds	6	
Tiling, sidewalk, of glass and iron; see Tiling.			Car, in barrels	6	
Tumblers, common, packed, L. C. L.	1	2	N. O. S., in barrels or kegs	3	5
Same, C. L., minimum weight 20,000 pounds	2	3	N. O. S., in buckets, tubs or kits	2	3
Window glass, viz.: Common, 80 united inches in dimensions or under, L. C. L.	3	4	Grenades; see Extinguishers.		
Same, C. L.	4	5	Griddles, soapstone; see Soapstone Griddles.		
Over 80 united inches in dimension, L. C. L.	2	3	Grindstone fixtures, iron; see Iron and Steel articles.		
Same, C. L.	3	4	Grindstone frames, with or without grindstones, S. U., L. C. L.	1	
			Same, K. D. or tied in bundles, L. C. L.	3	
			Same, in straight C. L. or in mixed C. L., with grindstones	6	
			Grindstones, L. C. L.	6	6
			Grindstones, not mounted, C. L.	6	A
			Grindstones, shipped with whetstones, C. L.; see Whetstones.		
			Grits, viz.: In bags; same as Corn Meal.		
			In barrels; same as Flour, in barrels.		
			In boxes or drums, L. C. L.	4	
			Same, C. L.	5	
			Groceries, N. O. S.	2	
			Guano horns, tin, N. O. S.	D 1	
			Guano horns, tin, crated, released		3
			Guano; see Fertilizers.		
			Guards, for street cars; see Iron and Steel articles.		
			Gum, viz.: Camphor; see Camphor.		
			Copal, shellac and kowrie	2	
			Chewing	4	
			N. O. S.	2	
			Gum cotton; see Explosives.		
			Gunny bags; see Bags.		
			Gunpowder; see Explosives.		
			Guns, rifles; see Firearms.		
			Gutters, hanging; see Iron and Steel articles.		
			Gypsin; see Wall Finish.		
			Gypsum land plaster (fertilizer); see Fertilizers.		
			H		
			Hair, viz.: Cattle, for plastering, pressed in bales	4	
			Curled, pressed, in bales	1	
			In sacks	1	
			Felt	1	
			Hair goods, manufactured, packed in boxes	D 1	
			Hair rope; see Rope.		
			Hames; see Saddlery.		
			Hammocks, portable, wooden, with or without canopy tops, K. D., in bundles	1	2
			Hammocks, N. O. S., with or without fixtures	1½	1
			Hams; see Meats.		
			Handles, viz.: Broom, boxed or crated, or in bundles, L. C. L.	A	
			Broom, C. L.	A	P
Glassware—Continued.			Grates—Continued.		
Rough or ribbed glass (not glazed sash), for vaults, skylights, roofs and floors, L. C. L.	3	4	Fronts, fenders and frames, packed	2	4
Same, C. L.	4	5	Gravel, C. L.	P	
Showcases, entirely boxed (not taken unless entirely boxed)	D 1	1½	Gravestones; see Monuments.		
Signs, prepaid	3 T 1	1	Grease, viz.: Axle, all kinds	6	
Tiling, sidewalk, of glass and iron; see Tiling.			Car, in barrels	6	
Tumblers, common, packed, L. C. L.	1	2	N. O. S., in barrels or kegs	3	5
Same, C. L., minimum weight 20,000 pounds	2	3	N. O. S., in buckets, tubs or kits	2	3
Window glass, viz.: Common, 80 united inches in dimensions or under, L. C. L.	3	4	Grenades; see Extinguishers.		
Same, C. L.	4	5	Griddles, soapstone; see Soapstone Griddles.		
Over 80 united inches in dimension, L. C. L.	2	3	Grindstone fixtures, iron; see Iron and Steel articles.		
Same, C. L.	3	4	Grindstone frames, with or without grindstones, S. U., L. C. L.	1	
			Same, K. D. or tied in bundles, L. C. L.	3	
			Same, in straight C. L. or in mixed C. L., with grindstones	6	
			Grindstones, L. C. L.	6	6
			Grindstones, not mounted, C. L.	6	A
			Grindstones, shipped with whetstones, C. L.; see Whetstones.		
			Grits, viz.: In bags; same as Corn Meal.		
			In barrels; same as Flour, in barrels.		
			In boxes or drums, L. C. L.	4	
			Same, C. L.	5	
			Groceries, N. O. S.	2	
			Guano horns, tin, N. O. S.	D 1	
			Guano horns, tin, crated, released		3
			Guano; see Fertilizers.		
			Guards, for street cars; see Iron and Steel articles.		
			Gum, viz.: Camphor; see Camphor.		
			Copal, shellac and kowrie	2	
			Chewing	4	
			N. O. S.	2	
			Gum cotton; see Explosives.		
			Gunny bags; see Bags.		
			Gunpowder; see Explosives.		
			Guns, rifles; see Firearms.		
			Gutters, hanging; see Iron and Steel articles.		
			Gypsin; see Wall Finish.		
			Gypsum land plaster (fertilizer); see Fertilizers.		
			H		
			Hair, viz.: Cattle, for plastering, pressed in bales	4	
			Curled, pressed, in bales	1	
			In sacks	1	
			Felt	1	
			Hair goods, manufactured, packed in boxes	D 1	
			Hair rope; see Rope.		
			Hames; see Saddlery.		
			Hammocks, portable, wooden, with or without canopy tops, K. D., in bundles	1	2
			Hammocks, N. O. S., with or without fixtures	1½	1
			Hams; see Meats.		
			Handles, viz.: Broom, boxed or crated, or in bundles, L. C. L.	A	
			Broom, C. L.	A	P

NOTE.—“United inches” means the length and breadth of package added together.

H	Class.	Class if Released.	H	Class.	Class if Released.
Handles—Continued.			Hives, bee; see Bee Hives.		
Broom handles and broomcorn, mixed, C. L.; see Broomcorn.			Hobby-horses; see Toys.		
Plow; see Agricultural Implements.			Hods, viz.: Brick or mortar, wooden, S. U.-----	3	-----
N. O. S., boxed or crated, L. C. L.-----	A	-----	Same, K. D.-----	5	-----
N. O. S., C. L.-----	A	P	Brick or mortar, iron or steel; see Iron and Steel articles.		
Hangers, barn door; see Iron and Steel articles.			Coal; see Buckets.		
Hangers, eave trough-----	2	-----	Hoes; see Agricultural Implements.		
Hangers, timber; see Iron and Steel articles.			Hogsheads, empty, prepaid-----	2	-----
Hangers, N. O. S.; see Machinery.			Hoisters or carriers, hay; see Agricultural Implements.		
Hardware, saddlery; same as Hardware, N. O. S.-----	2	-----	Holders, clothes line; see Clothes Line Holders.		
Hardware, N. O. S., boxed-----	2	-----	Holders and cutters of rolled paper; see Paper Holders and Cutters.		
Harness; see Saddlery.			Hollowware, viz.: Shipped separately from stoves, loose or in bundles, L. C. L.-----	1	3
Harrows; see Agricultural Implements.			Same, C. L., minimum weight 20,000 pounds-----	3	5
Harrow teeth; see Iron and Steel articles.			Same, packed, L. C. L.-----	1	3
Harvesters; see Agricultural Implements.			Shipped with stoves; see Stoves.		
Hatchets, boxed; same as Axes.			Hominy, viz.: In bags; same as Meal, corn.		
Hat blocks; see Blocks.			In barrels; same as Flour in barrels.		
Hat racks; see Furniture.			In boxes; same as Grits in boxes.		
Hats and caps; same as Dry Goods, N. O. S.-----	1	-----	Hominy flake; same as Meal, oat.		
Haversacks-----	1	-----	Honey, viz.: In comb, boxed-----	1	3
Hay, fodder and straw, pressed in bales, L. C. L.-----	5	6	In glass or tin, boxed-----	1	3
Same, C. L., minimum weight 20,000 pounds-----	D	-----	In barrels or kegs-----	3	5
Hay, salt; see Sea Grass.			Honey extractors, crated-----	1	-----
Hay racks, iron; see Iron and Steel articles.			Honey section boxes or frames, in crates or boxes-----	3	4
Heading; same as Barrel Material.			Hoods, electric light; see Electric Light Hoods.		
Headlights, boxed-----	D 1	-----	Hoofs and horns, C. L.-----	A	-----
Hearse; see Vehicles.			Hoofs and horns, in packages, L. C. L.-----	4	-----
Heaters, steam; see Radiators.			Hoof stuffing, in tubs, kegs and half-barrels or barrels-----	4	-----
Hektograph composition-----	1	-----	Same, N. O. S.-----	3	-----
Hemp, in bales-----	3	-----	Hooks, backband; see Saddlery.		
Hemp packing; see Packing.			Hooks, iron; see Iron and Steel articles.		
Hemp stalks, in bales or bundles-----	5	-----	Hooks, meat, returned; see Meat Boxes.		
Herbs; see Roots.			Hoop poles, C. L.-----	O	-----
Hessians, in original bales-----	6	-----	Hoop splits, in bundles, C. L.-----	O	-----
Hide, scrap (raw hide)-----	6	-----	Hoopskiirts-----	D 1	-----
Hide trimmings and scrapings; see Fleshings.			Hoops, barrel, wooden; same as Barrel Material.		
Hides, furs, peltries and skins, viz.: Furs, in bags-----	3 T 1	-----	Hoops, truss, coopers'-----	1	-----
Furs, in boxes, bundles or trunks, strapped-----	D 1	-----	Hops, in boxes-----	1	-----
Furs, N. O. S.; see Skins, N. O. S.			Hops, in bales-----	2	-----
Hides, dry, loose, L. C. L.-----	1	-----	Horns; see Hoofs.		
Hides, dry, tied in bundles or bales, L. C. L.-----	2	-----	Horse and mule shoes; see Iron and Steel articles.		
Hides, dry, C. L., minimum weight 20,000 pounds-----	5	-----	Horse powders; see Powders.		
Hides, green-----	5	-----	Horse powers; see Agricultural Implements.		
Hides, green, salted-----	6	-----	Horses, stitching, crated, S. U.-----	1	-----
Peltries; see Skins, N. O. S.			Horses, stitching, boxed, K. D.-----	3	-----
Skins, deer, pressed in bales-----	2	-----	Hose, viz.: Canvas, loose-----		1
Skins, N. O. S., furs and peltries, value limited to 25 cents per pound, in bags-----	D 1	1	Canvas, in boxes or bales-----	2	-----
Same, pressed in bales-----	D 1	2	Leather-----	2	-----
Same, N. O. S.-----			Rubber-----	3	-----
Skins, sheep, dry, in bales-----	1	-----	Hose carriages; see Vehicles.		
Same, green, in bundles-----	2	-----	Hosiery, cotton-----	5	-----
Same, salted, in bundles-----	3	-----	Hospital stores-----	1	-----
High wines; see Liquors.					
Hinges; see Iron and Steel articles.					

Household goods and old furniture, subject to the following rules, viz.:

- 1—Each article must be plainly marked or tagged.
- 2—Bundles of bedding, trunks of clothing, household goods or similar articles (not furniture will not be received for transportation unless packed. Chests of similar articles must be strapped or securely nailed. This does not apply to household goods, C. L.
- 3—Any agent receiving this class of freight contrary to the foregoing rules will be charged with such expense (for boxing or transportation) as may be necessary to forward goods to destination without delay.
- 4—Bills of lading and way-bills must designate character and number of packages.
- 5—These instructions apply to old and second-hand furniture, clothing, bedding, etc.; not to new articles.
- 6—Shipments designated to points beyond the South-eastern Freight Association territory must be released and prepaid, and the original release attached to way-bill accompanying the shipment.
- 7—In all cases where limitation of value is expressed in the classification, it must be written out or stamped in full upon bills of lading, and shippers must be required to accept in writing the limitations expressed. Agents must respect this rule and require acceptance by the shipper.
- 8—The classification of "household goods and old furniture" will not cover shipments of second-hand furniture, shipped by furniture dealers, or for sale. Such shipments must be charged for at regular furniture rates.

H	Class.	Class if Released.	I	Class.	Class if Released.
Household Goods—Continued.			chaff or other packing, will be allowed free.		
Household goods and old furniture, packed, value over \$5 per 100 pounds, and full value expressed in bill of lading, said valuation to apply only in case of loss or damage.	D 1	1	Ice-cream material, in cans containing 5 gallons or more	1	2
Household goods and old furniture, well packed, value limited to \$5 per 100 pounds in case of loss or damage, and so expressed in bill of lading, L. C. L.	1	4	Ice, L. C. L., packed (or in quantities of not less than 5 tons, unpacked), prepaid or guaranteed, 25 per cent. higher per 100 pounds than C. L. rate.	3 T 1	D 1
Same, C. L., minimum weight 20,000	2	N	Images and figures, bronze or metal, packed, not iron statuary	3 T 1	D 1
Household goods and old furniture, with live stock, not exceeding five head, one attendant to have free passage on same train as car (shipper's option), value limited to \$5 per 100 pounds in case of loss or damage, and so expressed in bill of lading, C. L., minimum weight 20,000 pounds	D 1	N	Images and figures; wax, boxed and securely packed	1	
Houses, portable, L. C. L.	4		Incubators, boxed or crated, K. D., L. C. L., minimum weight 15,000 pounds	3	
Same, C. L.	6		Same, C. L., minimum weight 15,000 pounds	1	
Hubs; see Vehicle Materials.			Indigo	3	
Hullers; see Agricultural Implements.			Indigo auxiliary; same as Indigo.	1	
Hulls, cotton mote	A		Indigo extract, in barrels	3	4
Hulls, cotton-seed, in bulk, L. C. L., not taken.			Infusorial earth; same as Food Preservatives.		
Hulls, cotton-seed, in bulk, C. L.; see Fertilizers.			Ingots, steel; see Iron and Steel articles.		
Hulls, cotton-seed, in bags, barrels or casks; see Fertilizers.			Ink, viz.:		
Husks or shucks, viz.:			Printing, in wood	4	
Hackled or bleached, for manufacturing purposes, compressed in bales, L. C. L.	4		Printing, in other packages	3	
Same, C. L., minimum weight 20,000 pounds	D		Marking fluid, in wood	4	
Loose or in bags, not taken.			N. O. S., in wood	4	
N. O. S., compressed in bales, L. C. L.	5	6	Writing fluid, in glass or stone, boxed	3	
Same, C. L., minimum weight 20,000 pounds	D	K	Insecticide, in boxes or barrels (used for field crops)	3	4
Hydrants; see Iron and Steel articles.			Instruments, viz.:		
I			Musical; see Musical Instruments.		
Ice, C. L., prepaid guaranteed		L	Nautical, viz.:		
			Compasses, mariner's, boxed		D 1
			Surgical; see Surgical Instruments.		
			Insulators; see Glass and Glassware.		
			Iron and steel articles, boxed or crated, N. O. S.	1	2
			Iron and steel articles (not boxed or crated, unless so specified), viz.:		
			Anchors	5	
			Anvils	5	
			Architectural; see Special Iron.		
			Awning and shade frames and fixtures, K. D., in bundles, wired or crated	2	
			Axles, viz.:		
			Car; see Special Iron.		
			Carriage or wagon, loose or wired together; see Special Iron.		

NOTE.—With shipments of Ice, C. L. lots, 1,000 pounds of sawdust,

I	Class.	Class if Re- leased.	I	Class.	Class if Re- leased.
Iron and Steel—Continued.			Iron and Steel—Continued.		
Carriage or wagon, crated-----	4	-----	Galvanized iron, closely nested, L. C. L.-----	1	3
Bar, band, boiler, and plate, all unpacked; see Special Iron.			Galvanized iron, C. L., minimum weight 20,000 pounds-----		4
Bar steel, crated so as to permit easy inspection; see Special Iron.			Ore, not less than 1,000 pounds each charged for-----	6	-----
Bed fasteners, in barrels or casks and contents marked thereon-----	4	-----	Buckles, turn, N. O. S.-----	2	-----
Bells, viz.:-----			Buckles, turn, wrought iron truss, L. C. L.-----	4	-----
Cast iron, L. C. L.-----	2	3	Same, C. L.-----	5	-----
Cast iron, C. L.-----		5	Cans, galvanized iron, viz.:-----		
Sheet iron, packed-----	3	-----	For manufacture of ice, nested, L. C. L.-----		1
Blooms and billets, steel, L. C. L.; same as Pig Iron, L. C. L.			Same, C. L.-----		4
Blooms and billets, steel, per ton of 2,240 pounds, C. L.; same as Pig Iron, per ton of 2,268 pounds, C. L.			N. O. S.-----	1	2
Bolts, nuts, rivets and washers, in kegs, casks, barrels or drums; see Special Iron.			Car replacers, in bundles; see Special Iron.		
Bolts, nuts, rivets and washers, except in kegs, casks, barrels or drums-----	2	-----	Car spring plates and journal box lids-----	6	-----
Booths, viz.:-----			Casks, for ammonia water, naph- tha, etc., returned, empty-----	6	-----
Police patrol, sheet iron, S. U., L. C. L.-----		2	Castings, viz.:-----		
Same, C. L.-----		5	In boxes-----	2	-----
Voting, L. C. L.-----		2	In kegs, barrels, casks or crates (not machinery or sewing machines)-----	4	5
Voting, C. L.-----		5	Unpacked (not machinery or parts thereof), each piece weighing under 200 pounds-----	3	5
Boxes and skeins, viz.:-----			Unpacked (not machinery or parts thereof), each piece weighing 200 pounds or over; see Special Iron.		
Vehicle, boxed-----	2	-----	Castings in car-loads:-----		
Vehicle, loose, N. O. S.-----	3	-----	Castings, rough N. O. S., not machinery nor parts thereof, nor sewing machines nor parts thereof, nor stove castings; packed in barrels or kegs or loose; see Special Iron.		
Vehicle, in kegs, barrels or casks, released; see Special Iron.			Draft iron; see Special Iron.		
Wagon axle, loose, L. C. L.-----	3	-----	Parts of compresses, each piece weighing 2,000 pounds or over; see Special Iron.		
Wagon axle, shipped on axles, said axles loose or in bundles-----	6	-----	Cattle guards; see Special Iron.		
Wagon axle, loose, C. L., owners to load and unload; see Special Iron.			Ceiling, viz.:-----		
Boxes, safe deposit, L. C. L.-----	2	-----	In boxes, bundles or rolls, O. R. of wet and rust, L. C. L.-----		5
Same, C. L.-----	4	-----	Same, C. L.-----		6
Box straps (metal bands), packed in boxes-----	2	-----	N. O. S.-----	2	-----
Box straps (metal bands), packed in barrels-----	6	-----	Cesspools-----	4	-----
Brackets, self, steel, N. O. S., L. C. L.-----	4	-----	Chains, viz.:-----		
Same, C. L.-----	5	-----	Cable-----	5	-----
Brakes, viz.:-----			In boxes-----	5	-----
Wagon, in boxes or loose, tied in bundles, L. C. L.-----	2	-----	In kegs, casks or barrels, value limited to 2 cents per pound; see Special Iron.		
Wagon, packed in barrels, L. C. L.-----	5	-----	In casks or barrels, N. O. S.-----	5	-----
Wagon, C. L.-----	6	-----	Loose-----	3	-----
Brake beams; see Special Iron articles.			Chain, belting, packed in casks or barrels, value limited to 2 cents per pound-----	6	-----
Brake rachets, wagon; same as Brakes, wagon.			Chain, belting, N. O. S., in boxes, barrels or kegs-----	5	-----
Brake shoes, in boxes or casks, con- tents described on packages-----	5	6	Chain, iron, in coils; see Special Iron rates.		
Brake shoes, wired in bundles; see Special Iron.			Chairs; see Statuary, iron.		
Brake shoe slugs, in boxes or casks, contents marked on packages-----	5	6	Cones, blacksmith's; same as An- vils.		
Bridge iron and bridge material; see Special Iron.			Cores and spools, iron; see Spools.		
Buckets, viz.:-----			Cornices, galvanized or sheet iron; see Cornices.		
Elevator, pressed in packages, owner's risk of wet and rust, L. C. L.-----		4	Cotton mill rollers; see Machinery.		
Same, C. L.-----		5	Couplers, car, patent; see Special Iron articles.		

I	Class.	Class if Released.	I	Class.	Class if Released.
Iron and Steel—Continued.			Iron and Steel—Continued.		
Couplings, shafting, steel; same as Machinery, N. O. S.			Guards, for street cars, L. C. L.	2	3
Covers, manhole, packed, and contents described, or wired in bundles	3	5	Same, C. L.	4	6
Cranes, iron, mail, railroad	2		Gutters, hanging, galvanized, viz.: Not nested, L. C. L.		1
Crowbars; see Special Iron.			Same, C. L.		4
Cylinders, for holding acid; see Drums, iron.			Same, nested, in crates, L. C. L.		2
Dogirons, cast, value limited to 2 cents per pound; same as Castings.			Same, C. L.		4
Dogirons, N. O. S., packed	2		Harrow teeth, in kegs or barrels; see Special Iron.		
Doors	4		Harrow teeth, packed, N. O. S.	6	
Door hangers and tracks, N. O. S.; same as Hardware.			Hinges, in boxes, contents marked or stenciled thereon	4	
Door hangers and tracks, in crates or wired together, in bundles	4		Hinges and hooks, in kegs, barrels or casks, contents marked or stenciled thereon	5	
Drawbars (not automatic couplings), crated or wired in bundles		6	Hods, brick or mortar, S. U.	3	
Drive-well points, boxed	2		Same, K. D.	5	
Drums, empty or returned, used for transporting coal oil or its products, L. C. L.	1	3	Hooks; see Hinges, iron.		
Same, C. L.	3	6	Hydrants, fire plugs and water gates, cast iron, L. C. L.	4	
Drums, iron, empty or returned, N. O. S.	6		Same, C. L.	5	
Drums, tubes, cylinders, egg-shaped retorts, for holding acids, when open cars are required for transportation	1		Ingots, steel; same as Blooms and Billets, steel		
Fencing, expanded iron	5		Iron, sulphate of, shipped to fertilizer factories; see Fertilizers.		
Fencing, N. O. S.	3	5	Jail work; see Prison Work, iron.		
Fencing, field, woven wire, in rolls	5		Kegs, powder, sheet iron, owner's risk of wet and rust, L. C. L.		1
Fenders, for street cars, L. C. L.	2	3	Same, C. L., minimum weight 20,000 pounds	2	5
Same, C. L.	4	6	Kettles or pans, large, cast iron		4
Filings and rust, iron; see Special Iron articles.			Kilns, lime, or parts thereof, manufactured of sheet or boiler iron, with cast-iron doors, door frames, grates and floors, crated, boxed or in bundles, K. D., released, L. C. L.		6
Fire escapes, with or without water-pipe, in sections not over fifteen feet in length, in bundles or crates	3	5	Same, released, C. L.; see Special Iron.		
Fish bars, fastenings, and steel rail braces; see Special Iron.			Same, not released, C. L.	5	
Fittings, pipe; see Pipe Fittings, iron.			Knuckles, steel, parts of patent car couplers; see Special Iron.		
Fixtures, viz.: Awnings and shade; see Awning Fixtures, iron.			Lap-rings; see Special Iron.		
Grate; see Grates, parts of.			Lasts, shoe, in boxes or barrels, value limited to 2 cents per pound, contents described on packages	4	5
Grindstone, not embracing cog-wheels or pulleys, in boxes, bundles or casks	4		Lathing, expanded iron	5	
Flasks, moulders, and pipe; same as Castings.			Lathing, in boxes or bundles, L. C. L.	3	
Flue iron; same as Sheet Iron.			Same, C. L.	6	
Flues, boiler	4		Links and pins, viz.: In boxes	2	
Flues, tobacco, sheet iron	1		In kegs	5	
Flues, N. O. S.	4		In bundles, barrels or casks; see Special Iron.		
Forgings, viz.: In boxes	2		Magazines, powder, portable, empty	1	
In kegs, N. O. S.	5		Magazines, powder, stationary, K. D. flat, in bundles, crates or boxes	4	
Parts of compresses, each piece weighing 2,000 pounds or over; see Special Iron.			Mandrells, blacksmith's; same as Anvils.		
Frames, awning and shade; see Awning Frames, iron.			Mangers or hay racks, viz.: Loose, L. C. L.	2	3
Galvanized iron cornices; see Cornices.			Wired in bundles or nested and crated, L. C. L.	3	4
Galvanized iron work, N. O. S.	2	4	Wired in bundles or nested and crated or loose, C. L., minimum weight 15,000 pounds		5
Galvanized sheet iron; see Iron, sheet.			Mantels, not packed	1	3
Grate bars; same as Castings.			Mantels, packed	2	4
Grate baskets, fronts, fenders and frames; see Grates, parts of.			Matting, floor, in rolls or bundles, owner's risk of wet and rust	1	2
			Mattocks, in boxes	2	

I	Class.	Class if Re- leased.	I	Class.	Class if Re- leased.
Iron and Steel—Continued.			Iron and Steel—Continued.		
Mattocks, in bundles, barrels or kegs; see Special Iron.			Plow clevises, couplers, frogs, heelbolts, moulds, plant fen- ders (in bundles or in kegs, barrels or casks), plates, points and wings; see Special Iron.		
Moulds, bottle, loose-----	2		Plow iron, plow steel, iron plow parts, etc., in boxes; same as hardware, N. O. S.		
Moulds, ingot, crated-----	4	6	Plow steel; see Special Iron.		
Muck and puddle bar iron, L. C. L.; same as Pig Iron, L. C. L.			Plugs, fire; see Hydrants, iron.		
Muck and puddle bar iron, per ton of 2,240 pounds, C. L.; same as Pig Iron, per ton of 2,268 pounds, C. L.			Poles, electric light or railway; see Special Iron.		
Nail rods, packed-----	2		Porch supports, in barrels or casks, and contents marked thereon-----	4	
Nail rods, not packed-----	6		Posts, viz.: Fence; see Special Iron.		
Nails, viz.: In boxes (nails and spikes, N. O. S.)-----	2		Hitching, statues or images-----		1
In boxes (horse and mule shoe)-----	5		Hitching, N. O. S.-----	4	6
In bags (nails and spikes)-----	3		Prison work, viz.: Jail plate; see Special Iron.		
In kegs (finishing)-----	5		N. O. S., L. C. L.	4	
In kegs (wire); see Special Iron.			N. O. S., C. L.	6	
In kegs (nails and spikes, N. O. S.); see Special Iron.			Racks, hay; see Mangers, iron.		
Pans, sheet iron or dripping, nested, boxed or crated, L. C. L.		3	Rail benders-----	3	
Same, C. L., minimum weight 20,000 pounds-----		4	Railing-----	3	5
Picks, in boxes-----	2		Rails, viz.: Old, returned, C. L.; same as Scrap Iron.		
Picks, in bundles, barrels or kegs; see Special Iron.			Portable railway tracks, iron, wood, or iron and wood com- bined, K. D. flat, L. C. L.	4	
Pig iron, L. C. L.; 20 per cent. higher than C. L.			Same, C. L.	5	
Pig iron, C. L.	M		When too long to be loaded in 36- foot box cars, minimum weight of 4,000 pounds charged on each shipment. Where more than one car is required, mini- mum weight of 4,000 pounds charged for each car-----		1
Pins, coupling; see Links and Pins, iron.			N. O. S.; see Special Iron.		
Pipe, viz.: Cast, released; see Special Iron.			Retorts, viz.: Egg-shaped, for holding of acid; see Drums, iron.		
NOTE.—When "Special" rates are applied the minimum C. L. rate will be, when cars are loaded wholly with pipe 18 inches or more in diam- eter, 24,000 pounds; when cars are loaded wholly or in part with pipe less than 18 inches in diameter, 30,000 pounds.			For manufacture of gas, L. C. L.	4	
Lined with cement; see Special Iron.			Same, C. L.	5	
Spiral, manufactured of sheet iron-----	1		N. O. S.	6	
Spiral, water, riveted, not manu- factured of sheet iron, crated or wired in bundles, L. C. L.			Rods, box or wagon, in boxes-----	2	
Same, C. L.	3		Same, in bundles-----	3	
Wrought iron, spiral or bent, part of ice machinery, shipped separate from machinery, L. C. L.	4		Rollers, cotton mill; see Machinery.		
Same, C. L.			Roofing, in boxes, crates or bun- dles-----	4	6
Wrought iron, spiral or bent, part of ice machinery, shipped separate from machinery, L. C. L.	3		Russia iron, in rolls or bundles, wired or crated-----	4	
Same, C. L.	4		Rust, iron; see Special Iron articles.		
Wrought, released; see Special Iron.			Sadrons, viz.: In boxes, unless requirements named below are complied with-----	2	
Pipe fittings, viz.: In bags-----	3		In boxes, contents to be plainly marked on boxes and contract to be made by shipper that no other articles shall be put in the boxes; see Special Iron.		
In boxes-----	2		In barrels or casks, released; see Special Iron.		
In casks, barrels or kegs; see Special Iron.			Safe doors; same as Safes.		
Loose-----	3		Safes: Each weighing over 10,000 pounds (safes and vaults)-----	1	
Iron, and iron pipe joints, wired in bundles, L. C. L.; Special Iron rates.			Each weighing over 6,000 pounds and not over 10,000 pounds-----	2	
Planished iron, packed-----	4		Each weighing over 3,000 pounds and not over 6,000 pounds-----	3	
Plate, galvanized, in boxes, crates or bundles-----	3	5			
Plow beams and handles, L. C. L.	4				
Same, C. L.	6				

I	Class.	Class if Re- leased.	I	Class.	Class if Re- leased.
Iron and Steel—Continued.			Iron and Steel—Continued.		
Each weighing 3,000 pounds or less	4	-----	Perforated sheet iron or steel, for making screens	4	-----
Iron, C. L., minimum weight 24,000 pounds, to be loaded by shipper and unloaded by consignees, O. R. C. and B.	5	-----	Shingle bands, sheet iron in bundles or barrels; see Special Iron.		
Sash weights, N. O. S., unpacked; see Special Iron.			Shoes, horse and mule; see Special Iron.		
Sawdust, iron rusted; see Special Iron articles.			Shutters	4	-----
Scales and scale beams, manufactured wholly of iron and so marked on package, in bundles or boxes, K. D.	3	-----	Sidings, stamped in imitation of brick	4	-----
Scrap iron; see Special Iron.			Sinks, unpacked, L. C. L.		6
Screws, in barrels, boxes or kegs, contents of package stamped or marked thereon	4	-----	Same, C. L.		3
Sheet iron, viz.:			Sinks, in barrels or boxes, L. C. L.		5
Cut in strips for stove-pipe, nested flat and crated	4	6	Same, C. L.		4
Galvanized; same as Sheet Iron.			Skeins, vehicle and wagon axle; see Boxes, iron.		5
Plain or corrugated	4	6	Skelep iron; see Special Iron.		
Planished, in Russia matting	2	-----	Sledges and wedges, viz.:		
Same, packed in metal cases with wooden covers	4	-----	In boxes and so described thereon	2	-----
			In barrels or kegs	5	-----
			Loose	3	-----
			Sledges without handles, wired together; see Special Iron.		
			Slugs, for brake shoes; see Brake Shoe Slugs.		

## CLASS A.

Iron and steel articles (not boxed or crated, unless so specified)—Continued.

Special, consisting of the following articles:

NOTE.—Commodity rates on "Special Iron" will apply on all articles enumerated in the following list. In the absence of commodity rates, Class "A" rates will apply.

Architectural, consisting of columns, pedestals, capitals, saddles, door and window jambs, plates, sills, lintels, rolled beams, channel bars and girders.

Axles, car.

Axles, carriage or wagon, loose or wired together.

Bar, band, boiler, hoop and plate, all unpacked.

Bar steel, crated, so as to permit easy inspection.

Bolts, nuts, rivets or washers, in kegs, casks, barrels or drums.

Boxes and skeins, vehicle, in kegs, barrels or casks, released.

Boxes and skeins, wagon axle, loose, owners to load and unload, C. L.

Brake beams, iron.

Brakeshoes, wired in bundles.

Bridge iron.

Bridge material.

Car replacers, in bundles.

Castings, draft, iron.

Castings (not machinery or parts thereof), each piece weighing 200 pounds or over, unpacked, owner's risk of breakage.

Castings or forgings, parts of compresses, each piece weighing 2,000 pounds or over, owners to load and unload.

Castings in car-loads. Castings, rough, N. O. S., not machinery nor parts thereof, nor sewing machines, nor parts thereof, nor stove castings; packed in barrels, kegs or loose.

Cattle guards, wrought.

Chains, in barrels or casks, value limited to two cents per pound.

Couplers, or parts thereof, car, patent, loose, owner's risk of wet, rust or breakage.

Crowbars.

Filings, iron.

Fishbars, fastenings and steel rail braces, frogs, railroad.

Harrow teeth, in kegs or barrels.

Jail plate.

Kilns, lime or parts thereof, manufactured of sheet or boiler iron, with cast-iron doors, door frames, grate and floors, K. D., crated, boxed or in bundles, released, C. L.

Lap rings.

Links and pins, railroad, in bundles, barrels or casks.

Mattocks, in bundles, barrels or kegs.

Nails and spikes, in kegs (estimated weight 106 pounds per keg).

Nails and spikes, in double kegs (estimated weight 208 pounds per keg).

Nails, wire, in kegs (estimated weight 106 pounds per keg).

Nails, wire, in double kegs (estimated weight 208 pounds per keg.)

Picks, in bundles, barrels or kegs.

Pipe, cast, released.

Pipe, lined with cement, released.

Pipe fittings, in kegs, casks or barrels.

Pipe fittings, wired in bundles, C. L.

Pipe, wrought, released.

Plow clevises, couplers, frogs, heel bolts, moulds, plant-fenders (in bundles or in kegs, barrels or casks), plates, points, wings.

Plow steel.

Poles, electric light or railway.

Posts, fence, railroad.

Rust, iron.

Sadirons, in barrels or casks, released.

Sadirons, in boxes, contents to be plainly marked on boxes and contract to be made by shipper that no other article shall be put in the boxes.

Sash weights, unpacked.

CLASS A.—Iron and Steel articles—Continued.  
 Sawdust, iron, rusted.  
 Scrap iron, packed, any quantity.  
 Scrap iron, loose, C. L.  
 Shingle bands (sheet iron), in bundles or packed in barrels.  
 Shoes, horse, mule and ox (estimated weight 106 pounds per keg).  
 Skelp iron.

Sledges, without handles, wired together.  
 Splices, switches, switch chairs, railroad.  
 Stand-pipe, K. D.  
 Staples, fence, in barrels or kegs.  
 Timber hangers; tires, wagon.  
 Truck, car; wheels, car.  
 Wire fence, iron (not woven), on reels or in coils, loose or packed, in barrels, O. R. of wet and rust.\*

\*NOTE.—On mixed C. L. of iron-fence wire and nails, the C. L. rate on the highest classed article may be applied.

I	Class.	Class if Re-leased.	I	Class.	Class if Re-leased.
Iron and Steel—Continued.			Iron and Steel—Continued.		
Splices, railroad; see Special Iron.			Tubs, wash or laundry, legs off—	1	3
Sponge, iron (purifying material), L. C. L.	3	-----	Turnbuckles; see Buckles, turn, iron.		
Same, C. L.	6	-----	Urns	3	5
Springs, viz.:			Valves; see Valves, metal.		
Car	6	-----	Vault work, L. C. L.	4	-----
Carriage	6	-----	Vault work, C. L.	6	-----
Seat (not wire)	6	-----	Vaults; see Safes, iron.		
Stand pipe; see Special Iron.			Vises	4	-----
Staples, fence, in barrels or kegs; see Special Iron.			Water-closet cisterns, cast.	2	3
Stay guards for fence wire; see Wire Fence.			Water-closets, loose	-----	1
Steel, granulated; same as Shot.			Same, packed or crated	2	3
Steel, packed; same as Hardware.			Water-gates; see Hydrants, iron.		
Statuary, chairs and lawn ornaments, boxed or crated	1	2	Wedges; see Sledges, iron.		
Stop-cock boxes; same as Castings.			Weights, folding bed; same as Castings.		
Swage blocks; same as Anvils.			Wheel flanges, in bundles	-----	5
Switches and switch chairs, railroad; see Special Iron.			Wheels, car; see Special Iron.		
Tacks, in boxes and contents described thereon	4	-----	Wheels, well, in barrels or casks and contents marked thereon	4	-----
Tacks, in kegs or barrels	5	-----	Windlasses	4	6
Tagger's iron; same as Tin Plate.			Wrenches, N. O. S., and so described on packages	2	-----
Tags, sheet iron; same as Tags, tin.			Ironing boards, wood, boxed or packed L. C. L.	4	-----
Tanks, galvanized iron, N. O. S.	1	-----	Ironing boards, in bundles, L. C. L.	3	-----
Tanks, not over 30 feet long; same as Boilers.			Ironing boards, C. L.	6	-----
Tiling, sidewalk, iron and glass; see Tiling.			Iron, sulphate of; same as Copperas.		
Tires, locomotive	6	-----	Isinglass, viz.:		
Tires, wagon; see Special Iron.			Brewers', manufactured of fish bone, packed in barrels or casks and shipped to breweries	1	-----
Toecalks, in boxes	2	-----	N. O. S.	3 T 1	-----
Toecalks in kegs	6	-----	Ivy roots, C. L., 24,000 pounds minimum	P	-----
Traps, viz.:			Ivory	1	-----
Animal, entirely of iron or steel, packed	2	-----	Ivory, black	3	-----
Sewer gas or grease, loose	2	3			
Same in barrels or boxes	3	4	J		
Tree protectors, S. U.	1	-----	Jackscrews and wagon jacks	3	-----
Same, K. D., nested	3	-----	Jail work; see Iron and Steel articles.		
Troughs, galvanized iron, N. O. S.	1	-----	Japan dryer, viz.:		
Troughs, eave, galvanized, viz.:			In cans, not boxed	1	-----
Not nested, L. C. L.	-----	1	In cans, boxed	2	-----
Same, C. L.	-----	4	In barrels or kegs	2	-----
Same, nested in crates, L. C. L.	-----	2	Japanware	1	-----
Same, C. L.	-----	4	Japonica	4	-----
Trucks, car; see Special Iron.			Jars, glass; see Glass and Glassware.		
Trunk covering, iron; see Trunk Covering.			Jeans; see Dry Goods.		
Tubes, for holding acid; see Cylinders, iron.			Jellies, N. O. S.; see Preserves.		
Tubing, not boiler flues and not threaded on end, L. C. L.	5	-----	Jelly, powdered	1	-----
Same, C. L.	6	-----	Jelly, powdered, packed in wood	4	-----
Tubs, bath	1	3	Jugs; see Earthenware.		
Galvanized iron, closely nested	1	3	Juices, fruit; see Preserves.		
Tubs and buckets, galvanized iron, C. L., minimum weight 20,000 pounds	-----	4	Junk and jute	6	-----
			Jute butts	A	-----
			Jute waste; see Waste.		

K	Class.	Class if Re- leased.	L	Class.	Class if Re- leased.
Kainit, N. O. S., L. C. L.-----	5	-----	Lap rings; see Iron and Steel ar- ticles.		
Kainit, N. O. S., C. L.-----	6	-----	Lard, viz.:		
Kainit, when shipped to fertilizer factories; see Fertilizers.			NOTE.—With shipments of lard no freight charge will be made for such an amount of ice as is necessary to preserve it in transit.		
Kalsomine; see Wall Finish.			In tin cans, not boxed -----	2	5
Kaolin, in casks, barrels, hogsheads or tierces, L. C. L.-----	5	-----	Except in tin cans, not boxed -----	4	B
Same, C. L.-----	6	-----	Last blocks, wooden; see Blocks.		
Kegs, powder, manufactured of iron; see Iron and Steel articles.			Lasts, shoe, iron; see Iron and Steel articles.		
Kegs, empty, N. O. S.; see Bar- rels.			Lasts, shoe, N. O. S.-----	3	-----
Kem-Kom, in barrels; see Boiler Compounds.			Lathing, iron or steel; see Iron and Steel articles.		
Kerosene; see Oil, coal.			Laths, actual weight; same as Lum- ber.		
Kersey; see Dry Goods.			Launches, gasoline and naphtha, L. C. L.-----	4 T 1	-----
Kettles, large iron; see Iron and Steel articles.			Same, C. L., minimum weight 10,000 pounds-----	2	-----
Kilns, lime, iron; see Iron and Steel articles.			Lawn ornaments, iron; see Iron and Steel articles.		
Kilns, lumber drying, L. C. L.-----		3	Lead, viz.:		
Same, C. L.-----		6	In boxes-----	5	-----
Kilns, portable, for firing decorated china, porcelain, pottery, etc., boxed, O. R. B.-----	2	-----	In casks or pigs-----	6	-----
Kindling, fire, viz.:			Bar or sheet-----	5	-----
Pine or other woods, cut in stove lengths, in crates or bundles; same as Lumber.			Black, in kegs or barrels (ship- per's option)-----	5	-----
Sawdust, rosin or tar mixed, in packages, boxed or crated, so as to admit of inspection, L. C. L.-----	6	-----	Glazier's, on reels, crated-----	4	-----
Same, C. L.-----	A	-----	Red and white; same as Paints.		
Knapsacks-----	1	-----	Sublimate of, in kegs, half-barrels or barrels-----	5	-----
Knitting factory products, made wholly of cotton, in bales, at owner's risk of chafing, or in boxes, when specific name of article and shipper's name are plainly marked on outside of package and stated in receipt or bill of lading-----	5	-----	Lead dross and skimmings-----	6	-----
Knives, hay; see Agricultural Im- plements.			Lead pipe; see Pipe.		
Knobs, door, mineral, value limited to \$1 per dozen-----	3	-----	Leaders; see Conductors.		
Knuckles, steel, parts of patent car couplers; see Iron and Steel articles.			Leather, viz.:		
Koalspar, in barrels-----	3	4	Board; see Board, leather.		
Kowrie; see Gum.			In rolls or boxes, L. C. L.-----	3	-----
Kraut; see Sauerkraut.			Same, C. L., minimum weight 20,000 pounds-----	4	-----
Kryolith, in casks or drums-----	6	-----	Loose, N. O. S.-----	1	-----
			Shoe heels and shoe taps, in bar- rels-----	3	-----
L			Leather scraps, shavings or skiv- ings, in packages or in bales. (Leather scraps will include trimmings cut from side leath- er or obtained in the manu- facture of leather goods)-----	A	-----
Labels, paper, in boxes, prepaid or guaranteed-----	2	-----	Leatheroid boxes; see Boxes, leath- eroid.		
Labels, tree, wooden, boxed-----	3	-----	Leaven, bread, self-raising; same as Baking Powders.		
Ladders, viz.:			Leaves, palm; see Palms.		
Not over 30 feet long-----	1	-----	Leaves, powdered, in boxes or bar- rels-----	1	-----
Over 30 feet long, taken only by special contract.			Leaves, pressed, in barrels, bales or boxes, value limited to 6 cents per pound, L. C. L.-----	3	-----
Rope, packed or in bundles-----	3	-----	Same, C. L.-----	5	-----
Step, L. C. L.-----	1	-----	Lemon or lime juice; see Fruit Juices.		
Same, C. L., minimum weight 12,000 pounds-----	4	-----	Lemons; see Fruit, green.		
Step and chair combination; see Furniture.			Lentils, in bags, boxes or barrels-----	3	-----
Lampblack, in boxes, barrels or casks-----	3	-----	Licorice, viz.:		
Lamps and lamp goods, packed-----	1	2	In bags, boxes or barrels-----	3	-----
Lanterns, glass; see Glass and Glass- ware.			In mats, roots or sticks-----	3	-----
Lanterns, paper, plain or decorated, K. D., packed-----	D 1	-----	In mass, boxed-----	4	-----
			Licorice root, ground, in boxes or barrels-----	3	-----
			Lighters, cigar; see Cigar Lighters.		
			Lighthouse apparatus, consisting of lenses, lanterns, brass bear- ings, wooden models, etc., C. L.-----	1	2

L	Class.	Class if Released.	L	Class.	Class if Released.
Lightning-rods, in bundles -----	2	-----	Liquors, alcoholic—Continued.		
Lightning-rods, in boxes -----	3	-----	Whiskey, in glass or stone, packed		
Lightning-rod fixtures, packed -----	2	-----	in boxes or baskets, each		
Lime, viz.:			package weighing less than		
In casks or barrels, L. C. L., 20 per			20 pounds, C. L., minimum		
cent higher than C. L.			weight 10,000 pounds, release		
Lime in barrels and cement in bar-			as below to be signed -----	Not	1½
rels or bags, mixed C. L., 24,000			Same, L. C. L.		taken
pounds minimum, same as ce-			Whiskey, in glass or stone, in bulk,	Not	taken
ment, C. L. (estimated weights			car-loads or less -----		
as shown under Cement).					
Lime in barrels, estimated weight:			<i>Provided further, that the re-</i>		
Rockland 230 pounds, all other			lease to apply on shipments of		
110 pounds per barrel; Class			whiskey, in glass or stone, packed		
K, less 10 per cent.			in boxes or baskets, each package		
Acetate of, L. C. L. -----	6	-----	weighing less than 20 pounds,		
Same, C. L.; see Fertilizers.			car-loads, minimum weight 10,000		
Carbonate of, in barrels or casks;			pounds, etc., read as follows:		
same as Lime.			----- hereby release the -----		
Chloride of, in barrels or casks -----	6	-----	Railroad Company and its connec-		
Chloride of, N. O. S. -----	4	-----	tions from all waste and breakage		
Liquid, prepared for whitewash-			not the result of the negligence		
ing; see Wall Finish.			of the railroad company or its		
Phosphate of, in barrels, L. C. L. -----	4	-----	agents.		
Same, C. L. -----	6	-----	Whiskey, in barrels, and half-bar-		
Slaked for agricultural purposes,			rels or kegs (estimated weight		
in bulk or bags, 20 per cent.			420 pounds per barrel, 210		
less than fertilizers.			pounds per half-barrel; kegs		
Limestone, viz.:			at actual weight), N. O. S. -----	2	3
Ground, in barrels, L. C. L. -----	5	-----	Whiskey, domestic wines and do-		
Same, C. L. -----	6	-----	mestic brandies, in barrels,		
N. O. S.; same as Marble and			half-barrels and kegs (esti-		
Granite.			mated weight 420 pounds per		
Linings, flue; see Flue Linings.			barrel, 210 pounds per half-		
Links; see Iron and Steel articles.			barrel; kegs at actual weight),		
Linseed; see Seed.			owner's risk of leakage, value		
Lintels, slate; see Slate Lintels.			limited to 75 cents per gal-		
Linters; see Cotton Re-gins and			lon -----		H
Linters.			Whiskey, for export, in wood,		
Liquid, carbonate; see Gas, carbonic			must be charged at actual weight		
acid.			when obtainable. When not ob-		
Liquors, alcoholic, viz.:			tainable, must be charged at esti-		
NOTE.—The passing free of adver-			mated weight of 410 pounds per		
tising matter with liquor is not al-			barrel.		
lowed.			N. O. S., in glass, packed in		
Alcohol, in cans, boxed -----	1½	1	boxes, baskets or barrels -----	1½	1
Alcohol, N. O. S.; same as Whiskey.			N. O. S., in wood, actual weight.	1	2
Bitters; same as Liquors, N. O. S.			Wine, in iron drums, released, and		
Gin; same as Whiskey.			value limited to 75 cents per		
High wines; same as Whiskey.			gallon in case of total loss -----		H
Whiskey, in glass, packed in bar-	1	2	Liquors, iron, in carboys -----	3	4
rels -----			Liquors, red, not alcoholic or malt,		
Whiskey, in glass, packed in			in carboys -----	3	4
boxes or baskets, each pack-					
age weighing not less than					
20 pounds -----	1	2			

Live stock, subject to the following rules, viz.:

SUBSTITUTING AND PARTIAL UNLOADING IN TRANSIT.

Shippers will not be permitted to unload and dispose of any portion of car-load shipments of live stock en route, except upon payment of the less than car-load rate upon the portion so unloaded. In order to be entitled to the car-load rate, the number and kind as way-billed must go through to destination.

MAXIMUM VALUATIONS OF LIVE STOCK SHIPMENTS.

Horses and mules, each -----	\$ 75.00
Mare or colt, together -----	100.00
Jacks or stallions, each -----	150.00
Cow and calf, together -----	35.00
Domestic horned animals, each -----	30.00
Calves, hogs or sheep, each -----	5.00

## Live stock—Continued.

## FREE TRANSPORTATION OF ATTENDANTS IN CHARGE OF LIVE STOCK.

(The following rules are applicable as well to local live stock traffic as to competitive traffic).

Persons in charge of live stock may be carried free at the option of the railroad company on passenger trains immediately preceding or following the shipment of stock or on the same train with the stock as follows:

One man to pass free with one or two cars; two men to pass free with three or four cars; three men to pass free with five to seven cars; four men to pass free with eight or more cars; which last is the maximum number of persons that will be passed free on any train with live stock from one shipper to one consignee and destination.

All persons thus passed are at their own risks of personal injury from any cause whatever, and the railroad company will not be responsible for any loss of their personal effects.

Full rates will be charged for one or more attendants with live stock shipments in L. C. L. quantities and for extra attendants with car-load shipments.

No free or reduced transportation will be given either to attendants or shippers of live stock except as above provided.

Agents must not issue more than one live stock contract on any consignment of live stock from one shipper to one consignee and destination, but must enter the description of the entire shipment with car numbers on one contract.

Full fare returning will be charged all attendants who have accompanied live stock shipments.

L	Class.	Class if Re-leased.	L	Class.	Class if Re-leased.
Live stock, L. C. L.; see Rules Governing Weights-----	2	4	Lumber—Continued.		
Live stock, C. L.-----	3	N	Same, L. C. L.; 20 per cent. higher than Class K.		
Locomotives; see Railroad Rolling Stock Equipment.			Same, dressed, L. C. L.-----	4	5
Locomotive cabs, S. U., requiring flat or gondola car, minimum weight 4,000 pounds each, L. C. L.-----	1	-----	Lye, concentrated-----	5	-----
Same, K. D. flat, crated or boxed, L. C. L.-----	3	-----	M		
Locomotive headlights; see Headlights.			Macaroni, vermicelli and spaghetti	2	-----
Locomotive pilots; see Pilots.			Machinery and machines, C. L. (owners to load and unload), viz.:		
Locomotive tires; see Iron and Steel articles.			Blowers, rotary, iron, minimum weight 20,000 pounds, viz.:		
Locks, viz.:			When capable of being loaded in box cars-----	4	6
Padlocks, rimlocks; value limited to \$2.50 per dozen-----	3	-----	When open cars are required-----		6
Logs, rough, dogwood, etc., see Circular No. 14.			Cotton and woolen machinery, viz.:		
Logs, poplar or under eight feet in length; see Circular No. 32 as amended.			Cylinders, parts of cotton and woolen mill machinery, but shipped separate therefrom, set up, packed, not capable of being loaded in box cars, minimum weight 20,000 pounds-----		3
Logs, saw-----	P	S	Cotton mill rollers, iron and steel-----	2	-----
Log-wood extract, in barrels or casks-----	4	5	Same, returned, to be repaired or re-covered, rating to apply in both directions-----	4	-----
Log-wood extract, N. O. S.-----	2	-----	N. O. S.; same as Machinery N. O. S., C. L.		
Looking glasses; see Glass and Glassware, mirrors.			Dynamos, minimum weight 20,000 pounds-----		4
Looms; see Machinery and Machines.			Elevator cars, passenger or freight, minimum weight 20,000 pounds-----		5
Lounges; see Furniture.			Fans, exhaust; same as Blowers, rotary.		
Lumber, common, dressed, C. L.-----	P	S	Generators, gas, and gas machines, detachable parts K. D. and boxed, crated or wired together, when open cars are required, minimum weight 20,000 pounds-----		6
Lumber, common, dressed, L. C. L.; 20 per cent. higher than Class K.			Mills, cotton-seed oil, minimum weight 20,000 pounds-----	6	-----
Lumber, common, rough, C. L.-----	P	S	Motors, electric; same as Dynamos.		
Same, L. C. L.; 20 per cent. higher than Class K.			Pumping; see Pumps and Pump Material.		
Lumber, hickory, dogwood and persimmon timber, round or split, C. L.; same as Lumber.			Range and bath boilers-----	1	-----
Lumber for the manufacture of packing cases and tobacco-box material in shooks, bundles, or plank, rough or dressed, C. L.; same as Lumber, C. L. (not to apply to cigar-box material).					
Lumber, mahogany, walnut, maple, cherry and white pine, C. L.-----		S			

M	Class.	Class if Re- leased.	M	Class.	Class if Re- leased.
Machinery—Continued.			Machinery—Continued.		
Rolls, iron or corrugated, parts of grist mill machinery, when re- turned for repairs, will be for- warded to repair point at full tariff rates, and will be re- turned over the same route, owner's risk released, at one- half tariff rates, when accom- panied by freight bill showing the forwarding to repair point at full tariff rates. Such freight bill must be attached to way-bill, and will be the au- thority for the use of half rate returning, provided such re- turn is made within sixty days from date of forwarding for repairs.			Elevator cars, passenger or freight, S. U.-----		D 1
			Same, K. D.-----		2
			Engines, caloric, fire, portable or stationary-----	2	3
			Engines and machinery hoisting-- Extinguishers, fire, on wheels; see Extinguishers.		4
			Fans, exhaust; same as Blowers, rotary.		
			Fence machines-----	2	3
			Flues, boiler; see Flues.		
			Gas generators and gas machines, detachable parts K. D. and boxed, crated or wired to- gether, when open cars are required, minimum weight of 4,000 pounds to be charged for each complete machine-----	1	2
Sewing machines, charged at ac- tual weight, minimum weight 20,000 pounds (excess of quan- tity receipted for on one bill of lading and loaded in addi- tional car or cars to be charg- ed for as per Rule 22 d)-----	4		Grain conveyors, iron tubes, in sections 12 feet long or less, loose, or in crates or bundles--		5
			Gauges, steam-----	1	
			Hangers-----	4	5
Steel gears and pinions for motors on street cars, same as Ma- chinery, N. O. S., C. L.			Hemp machines; see Agricultural Implements.		
Street sweeping, set up, requiring flat or gondola cars, minimum weight 5,000 pounds each-----	5		Log loaders-----		4
Same, knocked down (brushes crated), loaded in box cars.			Looms-----	3 T 1	1½
N. O. S., all kinds, boilers, engines or parts thereof, minimum weight 20,000 pounds-----		6	Loom harness and reeds-----	1	
Biscuit machines, boxed or crated	2	3	Loom harness shafts or sticks; same as Picker Sticks.		
Blowers, rotary, iron, capable of being loaded in box cars-----	1	2	Mills, viz.:-----		
Boilers, steam, 30 feet and over--	1		Barilla bark-----	4	
Boilers, under 30 feet in length; same as Machinery, N. O. S., L. C. L.			Cotton-seed oil-----	4	
Bottling apparatus, for soda water or other effervescent liquids, fully boxed-----	3 T 1	1	Flour, roller-----	2	
Brick machines-----	4		Saw; see Machinery and Ma- chines, sawmill.		
Cotton and woolen mill ma- chinery, viz.:-----	4		Motors, electric; same as Dyna- mos		
Beams, wooden, warp, cylin- ders, spools, bobbins and shuttles, returned to be re- filled-----			Mowing machines; see Agricul- tural Implements.		
Bobbins, shuttles and spools, wooden, packed-----	6		Picker sticks-----	4	
Cards, hand, packed-----	4		Presses, viz.:-----		
Cones, paper, nested, packed-----	1		Cotton; see Agricultural Imple- ments.		
Cylinders, parts of cotton or woolen mill machinery, ship- ped separately therefrom, set up, packed-----	3		Printing, S. U.-----	D 1	1
Same, not capable of being load- ed in box cars, minimum weight to be charged for each shipment 4,000 pounds-----		1	Printing, not boxed, K. D.-----	1	2
Looms; see Machinery and Ma- chines, looms.			Printing, boxed or crated, K. D.	3	
Rollers, iron and steel-----	1	2	Pulleys-----	4	5
Tubes, paper, parallel (not nested), packed-----	2		Pulley blocks, N. O. S.-----	4	
N. O. S., set up-----	D 1	1½	Pulley wheels and blocks, manu- factured wholly of iron and so marked on package, wired in bundles-----	4	
Same, crated-----	1½	1	Pumping; see Pumps and Pump Material.		
Same, boxed, knocked down-----	1	2	Range and bath boilers-----	2	3
Cutters, meat-----	2		Same, C. L.-----	4	5
Dynamoes-----		3	Reaping machines; see Agricul- tural Implements.		
			Rollers, sugar-----	2	3
			Rolls, grinding and corrugated; same as Mills, flour.		
			Rolls, iron or corrugated, parts of grist mill machinery, when re- turned for repairs, will be for- warded to repair point at full tariff rates, and will be re- turned over the same route, owner's risk released, at one- half tariff rates, when accom- panied by freight bill showing the forwarding to the repair point at full tariff rates. Such freight bill must be attached to way-bill, and will be the au-		

M	Class.	Class if Re- leased.	M	Class.	Class if Re- leased.
Machinery—Continued.			Mangers, iron; see Iron and Steel articles.		
thority for the use of half-rate returning, provided such return is made within sixty days from the date of forwarding for repairs.			Manhole covers; see Iron and Steel articles.		
Sawmill gearing and saws, boxed	2		Manilla -----	3	
Sawmills, carriages, over 16 feet in length -----	2	3	Mantels, viz.: -----		
Sawmills, carriages, not over 16 feet in length -----	3	4	Iron; see Iron and Steel articles.		
Seamers, roofing, for shaping roofing tin -----	2	3	Slate, packed -----	2	3
Sewing machines, charged at actual weight, viz.: -----			Wood, boxed -----	2	
Not boxed -----	3 T 1		Maps, boxed -----	1	
Boxed or crated (including parts thereof), S. U. -----	1½	1	Marble and granite, viz.: -----		
Same, completely K. D. -----	3		Blocks or slabs, marble, slate, granite or stone, including furniture marble, dressed, hammered, chiseled or polished, boxed or crated (other than tombstones or monuments, or parts thereof, lettered), value limited to 40 cents per cubic foot, L. C. L. -----	3	4
Partly K. D. (that is, head and box taken off and placed underneath, between the legs) -----	2		Same, C. L. -----	4	5
Shafting -----	4	5	Blocks or slabs (marble or granite), rough or sawed, but not dressed, value limited to 20 cents per cubic foot -----	5	6
Shingle machines -----	2		Crushed granite, L. C. L. -----	6	
Smut machines; see Agricultural Implements.			Same, C. L. -----	A	
Stave-sawing machinery -----	2	3	Dust, marble -----	A	
Steel gears and pinions for motors on street cars; same as Machinery, N. O. S., L. C. L. -----			Dust, stone, for street-paving purposes (not crushed stone or marble dust), released, C. L.; same as Cement, C. L. -----	P	
Street sweeping, set up, requiring flat or gondola cars -----	1		Rough, in bulk, C. L. -----	A	
Same, knocked down (brushes crated), loaded in box cars -----	1		Same, L. C. L. -----		
Stump pullers, K. D. -----	4		Statuary, marble or granite; see Statuary.		
Tobacco screws and fixtures -----	4		Stone or granite, crushed, or rubble, C. L. 40,000 pounds minimum, 40 per cent. less than Class L. -----		
Tools, machinists' (planers, lathes), etc. -----	2	3	Tile, marble; see Tile.		
Turntables; same as Machinery, N. O. S. -----	2		Tombstones and monuments; see Monuments.		
Washing machines -----	D 1	1	Marble or granite, all kinds, N. O. S. -----	1	
Weighing machines, automatic -----	3		Marbles, in boxes or casks -----	4	
Wheels, water, turbines -----	2	3	Mariners' compasses; see Instruments, nautical.		
N. O. S. -----			Marking fluid; see Ink.		
Mackolite products; same as Tile, hollow, fireproof.	3		Marl; 80 per cent. of Fertilizer rate. Same, in bulk, not taken.		
Madder -----			Matches, properly marked and paced alone, L. C. L. -----	1	
Magazines, powder, iron; see Iron and Steel articles.			Matches, C. L. -----	3	
Magazines, powder, portable, empty, N. O. S. -----	1		Match splints; packed in cases, L. C. L. -----	3	
Magnesite, crude, viz.: -----			C. L. -----	5	
In boxes or kegs, L. C. L. -----	4		Match splints, C. L. -----		
Same, C. L. -----	5		Mats, viz.: -----		
In barrels, bags or casks, L. C. L. -----	5		Door, wire, iron, steel or rubber -----	1	2
In bulk, C. L. -----	6		Grass, hair, hemp or cocoa -----	1	
Magnesium, chloride of, in barrels or casks -----	6		N. O. S. -----	1	
Mail chutes; see Chutes, mail.			Old oil press, shipped from oil mills -----	6	
Malt -----	D		Matting, floor, iron or steel; see Iron and Steel articles.		
Malt, in boxes -----	1		Matting, N. O. S. -----	2	
Malt, extract, in glass, packed; same as Ale.			Pine fibre -----	6	
Malt, flake; same as Cerealine.			Mattocks; see Iron and Steel articles.		
Malt sprouts or skimmings, in barrels or sacks, L. C. L. -----	5	6 D	Mattresses; see Furniture.		
Same, C. L. -----			Meal, viz.: -----		
Mandrels, iron or steel; see Iron and Steel articles.			Corn, in barrels, actual weight of packages and contents to be charged for -----	D	
Manganese, ground, packed -----	5 P		Corn, N. O. S. -----	D	
Manganese, crude, C. L. -----			Cotton seed; see Fertilizers.		
Manganese, packed, L. C. L.; 20 per cent. higher than Class K.			Flax seed, L. C. L. -----	3	
Manganese, released, value limited to \$18 per ton of 2,000 pounds, so expressed in bill of lading; Special Iron Rates.					

M	Class.	Class if Re- leased.	M	Class.	Class if Re- leased.
Meal—Continued.			Meats—Continued.		
Flax seed, C. L. -----	D	-----	cured packing-house products		
Fossil, in bags, L. C. L. -----	3	-----	and butterine at their regular		
Same, C. L. -----	5	-----	rates, as per classification, ex-		
Gluten; see Glucose Refuse.			cept that Class B rates shall		
Linseed, L. C. L. -----	3	-----	apply on such cured packing-		
Same, C. L. -----	D	-----	house products as are classi-		
Linseed-oil meal; same as Meal,			fied B when in car-loads; and		
cotton-seed; see Fertilizers.			the balance to make up the		
Oat; see Oat Meal.			minimum will be charged for		
Peanut -----	D	-----	at the packing-house product		
Rice; see Rice Meal.			or Class B rate.		
Measures, wooden, L. C. L.; same as					
Woodenware, N. O. S.			NOTE.—It being understood that		
Same, C. L., minimum weight			mixed cars may consist of the three		
12,000 pounds -----	4	6	general commodity headings named		
Meats, all shipments to be charged			above, or to be made up of articles		
at actual weight, viz.:			embraced in any two of them, viz.:		
			fresh meats and packing-house		
			products and butterine.		
NOTE.—The stopping in transit					
and partial unloading of car-load			Bacon, viz.:		
shipments of fresh meat or other			In bulk, L. C. L. -----	1	2
packing-house products is not per-			In bulk, C. L., minimum weight		
missible, and Association lines must			24,000 pounds -----	3	B
not protect bills of lading making			In bags -----	B	-----
such guarantee.			In wood -----	B	-----
			Beef, viz.:		
Fresh, prepaid or collect freight			Canned, in boxes -----	4	B
guaranteed by shipper, L. C. L.		3	Salted, in barrels, half-barrels		
Fresh, of all kinds (including			and quarter-barrels -----	B	-----
dressed poultry), C. L., mini-			Smoked, in boxes or barrels -----	4	-----
mum weight 24,000 pounds,			Desiccated meats -----	4	-----
viz.:			Hams; same as Bacon.		
When for Carolina territory, 20			Pigs' feet, in glass, packed -----	1	2
cents per 100 pounds higher			Pigs' feet, pickled -----	B	-----
than Class B.			Pork, canned, in boxes -----	4	B
Except when for Carolina terri-			Pork, salted, in barrels, half-		
tory, 10 cents per 100 pounds			barrels and quarter-barrels -----	B	-----
higher than Class B.			Sausage, L. C. L. -----	6	-----
Salt, in bulk, C. L., minimum			Same, C. L. -----	B	-----
weight 24,000 pounds (no			Sausage casings, in barrels or		
freight charge to be made for			kegs -----	4	-----
salt and ice in same car nec-			Tongues, smoked -----	3	-----
essary for preservation in			Tongues, pickled, in barrels or		
transit, provided that not more			kegs -----	4	-----
than 2,000 pounds per car be			Tripe -----	B	-----
carried free) -----	3	B	Meats, cotton-seed -----	2	3
			Meat cutters; see Machinery and		
NOTE.—Mixed car-loads of salt			Machines.		
meat, packed and in bulk, and of			Meat racks; see Racks.		
other articles in Class B, may be			Medicines, viz.:		
taken at the same rate as straight			Patent, L. C. L. -----	1	-----
car-loads of meat, salted in bulk.			Patent, C. L. -----	1	3
This does not in any way affect the			Drugs and medicines, N. O. S. -----	1	-----
classification of shipments of fresh			Melodeons; see Musical Instru-		
meats in mixed car-loads with			ments.		
cured meats.			Melons, L. C. L., packed or loose,		
			entirely at owner's risk, pre-		
Mixed car-loads of—			paid or guaranteed -----		5
Fresh meats (dressed beef, mut-			Melons, C. L., prepaid or guaran-		
ton, hogs, poultry, etc.),			teed -----		O
cured, packing-house products			Merry-go-rounds, O. R. B., viz.:		
(hams, shoulders, sides, beef,			L. C. L. -----		1
pork, lard, pigs' feet, tripe,			K. D., with machinery for opera-		
canned meats, sausage, smoked			ting, C. L., 20,000 pounds -----		5
or canned, sausage casings,					
grease, glue sizing, glue scrap,			NOTE.—Wooden horses, pertain-		
tallow, etc.), and butterine,			ing to merry-go-rounds, shipped		
in refrigerator cars, minimum			separately; same as Hobby-horses.		
weight 24,000 pounds, O. R.,					
prepaid or guaranteed, may			Meter-boxes, water, made of ce-		
be taken at the car-load rate			ment, including iron covers,		
on each. When not loaded to			L. C. L. -----	3	-----
the minimum, actual weight			Same, C. L. -----	5	-----
of fresh meat to be charged			Meters, viz.:		
for at the car-load rate on			Electric, boxed -----	1	-----
fresh meat; actual weight of					

M	Class.	Class if Re- leased.	M	Class.	Class if Re- leased.
Meters—Continued.			Monuments—Continued.		
Gas, boxed (not taken unless boxed) -----	1	-----	Marble or granite, not lettered, (including parts of monuments, gravestones and tombstones), boxed or crated, value limited to 40 cents per cubic foot, freight prepaid at option of shipper or initial carrier, L. C. L. -----	3	4
Water, boxed (not taken unless boxed) -----	3	-----	Same, C. L. -----	4	5
N. O. S. -----	D 1	-----	Metal, value over \$300, taken only by special contract.		
Mica, viz.:			Metal, packed, value limited to \$300, prepaid at option of initial road or steamer -----	D 1	2
Ground, in bags, O. R. of wasting -----		4	Mops -----	1	-----
Ground or scrap, in bags or barrels, value limited to 6 cents per pound, C. L. -----		6	Mortar stains, in colors, in kegs, half-barrels, barrels or casks -----	5	-----
Same, L. C. L. -----		5	Moss and moss fibre, viz.:		
Scrap, in barrels or casks -----	4	5	Peat; see Peat Moss.		
N. O. S. -----	3 T 1	-----	Stable; same as Hay.		
Military accoutrements; see Accoutrements.			N. O. S., in sacks -----	1	-----
Military equipage; see Equipage.			N. O. S., pressed in bales, L. C. L. -----	4	-----
Milk, condensed, viz.:			Same, C. L., minimum weight 20,000 pounds; same as Hay, pressed, in bales, C. L. -----		
In boxes, L. C. L. -----	4	-----	Motes, cotton; see Cotton Sweepings, etc.		
Same, C. L. -----	5	-----	Motors, electric; see Machinery and Machines.		
In kegs, half-barrels or barrels, L. C. L. -----	4	-----	Motor trucks; see Trucks.		
Same, C. L. -----	5	-----	Moulder's dust or sand; see Sand.		
In ten-gallon cans, not boxed -----	1	2	Moulder's flasks; see Flasks.		
Malting -----	1	-----	Moulding, viz.:		
Milk shakers, set up, boxed, L. C. L. -----	1	-----	In bundles -----	1	-----
Same, K. D., boxed -----	2	-----	In boxes -----	2	-----
Millboard, asbestos; see Asbestos Products.			Plaster, wall, packed in boxes or casks -----	D 1	1
Millinery goods; same as Dry Goods, N. O. S. -----			Wooden, common, for building purposes, not finished or decorated, L. C. L. -----	4	-----
Millo-maize -----	3	-----	Same, C. L. -----	6	-----
Mills, viz.:			N. O. S. -----	D 1	-----
Barilla bark, cotton-seed oil, flour (roller) and saw; see Machinery.			Moulds, viz.:		
Burr-stone, (portable), cane, cob, corn, fanning, hominy, sorghum and sugar; see Agricultural Implements.			Bottle, iron; see Iron and Steel articles.		
Coffee and paint, S. U. -----	2	-----	Butter, wooden, in packages, packed in crates or boxes, L. C. L. -----	1	3
N. O. S. -----	2	-----	Same, C. L., minimum weight 12,000 pounds -----	4	5
Millstones, finished -----	4	-----	Cigar, wooden, in boxes or racks -----	3	-----
Millstones, rough -----	5	-----	Ingot, iron; see Iron and Steel articles.		
Millstuff, bran, shorts and shipstuff -----	D	-----	N. O. S., in packages, packed in crates or boxes -----	3	-----
Minced meat -----	4	-----	Mouse traps; see Traps.		
Mineral pulp; see Pulp, mineral.			Mowers; see Agricultural Implements.		
Minimum shipments; see Circular No. 30.			Mucilage, packed -----	2	-----
Mirrors; see Glass and Glassware.			Muraline and muresco; see Wall Finish.		
Molasses, viz.:			Musical instruments, viz.:		
NOTE.—Shipments of molasses will be accepted at an estimated weight of 12½ pounds per gallon, including package, the gallons to be taken from the marks on the barrels as stenciled by authorized gaugers.			Drums -----	3 T 1	-----
In cans, boxed, or in kits or kegs -----	3	4	Melodeons, N. O. S.; same as Pianos.		
In barrels or hogsheads -----	5	6	Melodeons, unboxed, owners to load and unload, C. L., minimum weight 8,000 pounds -----		1
In tank cars; same as in barrels or hogsheads.			Organs, pipe, K. D., boxed -----	1½	1
Monuments, gravestones and tombstones, viz.:			Organs, unboxed, C. L.; same as Melodeons.		
Marble or granite, not boxed, freight prepaid at option of initial carrier -----	3 T 1	D 1	Organs, N. O. S.; same as Pianos.		
Marble or granite, lettered, boxed or crated, value limited to 40 cents per cubic foot, freight prepaid or guaranteed, L. C. L. -----	D 1	4	Organ pipes, boxed -----	1½	1
Same, C. L. -----	2	4			

M	Class.	Class if Re- leased.	N	Class.	Class if Re- leased.
Musical Instruments—Continued.			Nuts—Continued.		
Pianos, boxed (not taken unless boxed)-----	1½	1	Cocconuts, packed or sacked, L. C. L.-----	4	-----
N. O. S.-----	D 1	1	Cocconuts, C. L.-----	6	-----
Muslins, cheap; see Dry Goods.			Peanuts and chufas, L. C. L.-----	5	-----
Mustard, viz.:-----			Same, C. L., minimum weight 20,000 pounds-----	6	-----
Ground, in boxes-----	2	-----	Pecans, in barrels or double sacks, L. C. L.-----	3	-----
Prepared, in glass, packed-----	2	-----	Same, in barrels or single or double sacks, C. L.-----	5	-----
Prepared, in kegs or barrels-----	3	-----	Walnut and hickory nuts, packed, C. L.-----	6	-----
N-----			Same, packed, L. C. L.-----	5	-----
Nail rods; see Iron and Steel arti- cles.			N. O. S., edible, in bags or boxes-----	1	-----
Nails, viz.:-----			Same, in barrels or casks-----	2	-----
Brass or copper, well packed, in boxes or kegs-----	2	-----	Same, shelled, in bags, boxes, barrels or casks-----	1	-----
Finishing, iron; see Iron and Steel articles.			O-----		
Finishing, N. O. S.-----	2	-----	Oakum-----	4	-----
Horse and mule shoe; see Iron and Steel articles.			Oars, boat, crated, L. C. L.-----	3	-----
Wire, in kegs; see Iron and Steel articles.			Same, C. L.-----	5	-----
N. O. S., iron, in bags, kegs and boxes; see Iron and Steel arti- cles.			Oat meal, refuse, for stock food; same as Mill Stuff-----		
Naphtha; see Oil, coal.			Oat meal, rolled oats or shredded oats, in sacks-----	5	-----
Nautical instruments; see Instru- ments, nautical.			Same, in boxes, barrels, kegs or drums-----	6	-----
Netting, tennis and fish, packed or wrapped-----	2	-----	Oats, N. O. S.; same as Grain.		
Nitre cake; see Cake, nitre.			Ochre, in barrels or casks, L. C. L.-----	6	-----
Nitro-glycerine; see Explosives.			Same, C. L.-----	A	-----
Notions; same as Dry Goods, N. O. S.-----			Oil, viz.:-----		
Nutmegs-----	2	-----	Castor, viz.:-----		
Nuts, viz.:-----			In glass, packed-----	1	2
Chestnuts, prepaid-----	3	5	In cans, boxed, O. R. L.-----		2
			In barrels-----	3	-----

Oil, coal, or its products (shipper's option), governed by the following rules, viz.:

Oil, crude and fuel, crude naphtha, crude and refined petroleum, products of petroleum, such as lubricating oils, benzine, naphtha, gasoline and paraffine, when in barrels or cases, minimum C. L. weight 24,000 pounds. When in tank cars, minimum C. L. weight will be the full capacity of the tank, the contents of the tank to be computed at six and four-tenths pounds per gallon, subject to a minimum weight of 20,000 pounds. When in barrels or half-barrels, C. L. or L. C. L., weight will be computed at 400 pounds per barrel, and 235 pounds per half-barrel. When in square cans, completely cased, each can containing ten gallons, C. L. or L. C. L., at 80 pounds per case.

Mixed car-loads of oil in barrels or cases will be taken authorized C. L. rates based on the foregoing weights. When less than aforesaid minimum car-loads are shipped, L. C. L. rates will be charged. In

no case, however, will less than a car-load from one consignor to one consignee and destination on same day be charged more than for a full car-load.

Transportation companies do not furnish tank cars. When they are furnished by shippers, transportation companies will pay three-fourths cents per mile run each way, and will return the empty tank to point of shipment without charge.

Shipments of above articles at rates authorized are entirely at owner's risk of leakage and loss or damage by fire.

Petroleum and its products in tank cars will be delivered only when consigned to parties at points at which they have proper unloading and storage facilities; and when shipments in tank cars are consigned to parties who have not such facilities the shipments will be returned to the shippers at their risk and expense.

O	Class.	Class if Re- leased.	O	Class.	Class if Re- leased.
Oil—Continued.			Oil—Continued.		
In cans, not boxed-----	D 1	1	In iron casks or drums (coal or kerosene, naphtha, benzine and gasoline), actual weight, L. C. L.-----	3	4
In cans, boxed, L. C. L.-----	1	3	Same, C. L.-----	3	6
In cans, boxed, C. L.-----	2	4	Cocoa, in original packages-----	1	2
In barrels, carrier's conven- ience, L. C. L.-----	3	4	Cocoa, in barrels-----	3	4
In barrels, C. L.-----	3	6	Corn; same as Oil, cotton-seed.		
In tank cars, C. L.-----		6			

Cotton-seed oil, in barrels, governed by the following rules, viz.:

FIRST.—Inasmuch as the gross tare and net weight of each barrel is plainly marked on the head of the barrel, when shipments are loaded at the mills agents at shipping points will require shippers to load marked head up, ascertaining the gross weight from each barrel and billing accordingly.

SECOND.—In cases where shippers fail to so load, agents will carefully weigh on track scales and bill at weight so ascertained.

THIRD.—When shipments are hauled to depots, the gross weight must be ascertained from each barrel.

FOURTH.—In cases where billing fails to show shipments to have been weighed at point of origin or in transit, receiving lines must in all cases bill at weights ascertained in accordance with Rules 1 and 2.

If there are no track scales at the junction points, weights must be ascertained at destination. By destination is meant the point where final delivery is effected or delivery is made to connecting lines at the gateways of this association.

FIFTH.—The minimum C. L. weight of cotton-seed oil in barrels will be 24,000 pounds.

O	Class.	Class if Re-leased.	O	Class.	Class if Re-leased.
Oil—Continued.					
In barrels, crude, L. C. L.-----	4	A	Olives, in barrels or casks-----	4	-----
In barrels, C. L.-----	5	A	Omnibuses; see Vehicles.		
Cotton-seed, in tanks, governed by the following rules, viz.:			Onions; see Vegetables.		
FIRST.—Rates when in tank cars will be assessed on basis of shell capacity in gallons, multiplied by 7½ pounds per gallon.			Onion sets-----	3	-----
SECOND.—Tank cars must invariably be loaded to their full capacity, subject to a minimum weight of 24,000 pounds.			Oranges; see Fruit, green.		
In tank cars, C. L.-----	5	A	Ordnance stores, N. O. S.-----	1	-----
Cotton-seed, cooking or refined-----	3	A	Ores (samples or specimens, prepaid), viz.:		
Cotton-seed, crude, N. O. S.,-----			Actinolite; same as Asbestos.		
L. C. L.-----	4	A	Chrome; same as Paints, mineral.		
Creosote, in barrels or tanks, C. L.-----		6	Copper, L. C. L.-----	6	-----
Dead, of coal tar or creosote, in barrels, or tanks, L. C. L.-----	4	-----	Gold, packed in barrels or casks, value limited to \$50 per ton, L. C. L.-----		5
Same, C. L.-----	6	-----	Same, C. L.-----		6
Kerosene; see Oil, coal.			Iron, L. C. L.-----	6	-----
Lard and linsed, in barrels, actual weight, L. C. L.-----	3	4	Same, C. L.-----	P	-----
Lard and linsed, in barrels or tanks, actual weight, C. L.-----	4	5	Iron, ground, in kegs or barrels; same as Bar Iron.		
Lubricating, the product of coal oil; same as Oil, coal.			Purple-----	6	-----
Miners', in glass or cans, packed-----	1	2	Ores, silver, lead, zinc, copper and gold, packed, value limited to \$5 per ton, 2,000 pounds, L. C. L.; 20 per cent. higher than Class K.		
Miners', in wood-----	3	5	Ores, silver, lead, zinc, copper and gold, value limited to \$5 per ton, 2,000 pounds, C. L., 24,000 pounds minimum-----	K	-----
Palm, crude, L. C. L.-----	4	5	Silver, value limited to \$100 per ton, and so expressed in a written release, L. C. L.-----		3
Pine; same as Oil, coal.			Same, C. L.-----		5
Rosin; same as Oil, pine.			Sulphur, in casks or barrels, L. C. L.-----		5
Sassafras, in glass or cans, boxed-----	3 T 1	D 1	Same, C. L.-----		6
Tanners', in wood-----	3	5	Zinc, value limited to \$20 per ton, and so specified in bill of lading, packed in barrels, L. C. L.-----	6	-----
In jars, not packed, not taken.			Same, C. L.; same as Special Iron, C. L.		
N. O. S., in glass or cans, packed-----	1	2	Organs; see Musical Instruments.		
N. O. S., in barrels-----	3	4	Osnaburghs; see Dry Goods.		
Oil cabinets-----	D 1	1	Outfits, graders' or contractors', L. C. L.-----		2
Oilcloth, viz.:			Outfits, graders' or graders', such as carts, wheelbarrows, tackle, tools, etc., wired, carloads, with or without live stock-----		N
Floor, baled-----	1½	1			
Floor, boxed, 16 feet long or over-----	1	-----	NOTE.—If attendant accompanies shipments, regular passenger rates to be charged.		
Floor, boxed, less than 16 feet long-----	2	-----	Ovens, viz.:		
Table, oil or enameled-----	2	-----	S. U.-----	D 1	-----
Not boxed or baled, not taken.			S. U., crated-----	1½	1
Oil tank wagons; see Vehicles.					
Oil well supplies, consisting of auger stems, belts, brake bands, brake levers, bull wheels (wood), casing heads, drilling tools, jars, joints, reamers, rig irons, rope sockets, sand pumps, sand reels, sinker bars, sucker rods, temper screws, tongues and wrenches, C. L., minimum weight 24,000 pounds-----	2	6			
Oleomargarine; see Butterine.					
Olives, in glass, boxed-----	1	2			

O	Class.	Class if Re- leased.	P	Class.	Class if Re- leased.
Ovens—Continued.			Paper—Continued.		
K. D., crated -----	1	2	Oil or wax, in crates or bundles ---	3	-----
K. D., flat, boxed or crated -----	1	2	Pasteboard -----	4	-----
Solid or double lined -----	4	-----	Printing, in crates, boxes or pack-		
N. O. S., boxed or crated -----	1	-----	ages wrapped in bundles -----	2	-----
Oysters, viz.:			Printing, in rolls or bundles, C. L. ---	A	-----
In glass, packed -----	1	-----	Same, L. C. L. -----	6	-----
In cans or kegs, L. C. L. -----	4	-----	Roofing, in bundles or crates -----	5	6
Same, C. L. -----	5	-----	Roofing, in rolls -----	3	A
Shell, in barrels -----		5	Sand and flint -----	6	-----
Shell, in bulk, C. L. -----		6	Tissue, packed in boxes -----	1	-----
			Wall, in bundles -----	1	3
P			Wall, in boxes -----	2	-----
Packing, viz.:			Waste paper, viz.:		
Asbestos; see Asbestos Products.			Writing and book paper, pam-		
Drums, wooden; see Blocks,			phlets or newspaper; see Cir-		
wooden, paving.			cular No. 12.		
Hemp -----	4	-----	In sacks or bundles -----	3	-----
Metallic -----	2	-----	In barrels or hogsheds -----	4	-----
Rubber -----	3	-----	Pressed in bales -----	A	-----
Padlocks; see Locks.			Wrapping or lining, viz.:		
Pads, sweat; see Saddlery.			In bundles or crates, L. C. L. -----	6	-----
Pails; see Tubs.			Same, C. L. -----	A	-----
Paintings, pictures, chromos, etc.,			In rolls, L. C. L. -----	6	-----
viz.:			In rolls, C. L. -----	A	-----
Value over \$200; taken only by			Paper bags; see Bags.		
special contract.			Paper barrels; see barrels.		
Value of each box limited to \$200			Paper bottle covers; see Covers.		
per box, well boxed -----	3 T 1	D 1	Paper boxes; see Boxes.		
Value limited to \$5 per 100 pounds-	1	2	Paper cartridge shells; see Car-		
tride Shells.			Paper collars, packed -----	1	-----
Paints, viz.:			Paper hangings, in bundles -----	1	3
In wooden buckets -----	1	-----	Paper hangings, in boxes -----	2	-----
In pails or cans, unpacked -----	1	-----	Paper holders and cutters (for hold-		
In pails or cans, boxed or securely			ing and cutting paper in rolls),		
crated -----	3	4	in crates or boxes -----	1	-----
Bulk, liquid, in kegs, kits, barrels			Paper labels; see Labels.		
or casks -----	5	-----	Papier-mache, C. L., minimum		
Bulk, dry, in kegs or kits -----	5	-----	weight 20,000 pounds -----	3	-----
Bulk, dry, in barrels or casks -----	6	-----	Papier-mache, L. C. L., boxed -----	1	-----
Metallic; same as Paints.			Paper tablets, in crates -----	2	-----
Mineral, dry, in barrels or casks -----	5	-----	Paperware, N. O. S. -----	1	-----
Palmetto tanning, L. C. L. -----	5	-----	Paris green; same as Paints.		
Same, C. L. -----	6	-----	Paris white; same as Paints.		
Palms or palm leaves, in bales or			Paste, carpet cleaning; same as		
bundles, L. C. L. -----		4	Washing Compounds.		
Same, C. L., minimum weight			Paste, flour, in barrels -----	5	-----
20,000 pounds -----	6	-----	Paste, wall cleaning; same as Com-		
Paneling; see Wood-work.			pounds, wall cleaning.		
Panoramic outfit; see Scenery.			Patterns, wood or metallic, O. R. B. ---	1½	-----
Pans, sheet iron or dripping; see			Paving composition, composed of		
Iron and Steel articles.			sand and tar; same as As-		
Paper, viz.:			phalt.		
For the manufacture of bags, in			Paving blocks, wooden; see Blocks,		
rolls, so stated on shipping			wooden, paving.		
receipt, and shipped only to			Peaches; see Fruit.		
manufacturers of bags, L.			Peaches, powdered, packed in cans		
C. L. -----	6	-----	or drums, value limited to 15		
Same, C. L. -----		A	cents per pound -----	3	-----
Binders, straw or wood pulp			Peach stones; see Seed.		
boards, in cases -----	2	-----	Peanuts; see Nuts.		
Same, in bundles or crates -----	6	-----	Peanut cribble, flour, grits and bran,		
Blotting, book or writing, in			L. C. L. -----	5	6
boxes, crates or bundles -----	2	-----	Same, C. L. -----	6	-----
Card -----	1	-----	Pearl ash -----	5	-----
Carpet; see Carpet Lining.			Pears; see Fruit.		
Cigarette, in boxes -----	1	-----	Peas, viz.:		
Closet or medicated -----	3	-----	Dried, in boxes -----	D	-----
Fly, in bundles, crates or cases,			Dried or split, N. O. S., in bags or		
L. C. L. -----	1	-----	barrels, L. C. L. -----	D	-----
Same, C. L. -----	3	-----	Same, C. L. -----	D	-----
Glazed, for manufacture of paper			Cow, in bags or barrels, L. C. L. ---	D	-----
boxes, or for wrapping pur-			Same, C. L. -----	D	-----
poses, in bundles -----	6	-----	Peat or peat moss, in bags, barrels		
News, patent insides, in bundles,			or casks, L. C. L. -----	4	-----
owner's risk of chafing -----	2	-----			

P	Class.	Class if Re- leased.	P	Class.	Class if Re- leased.
Peat—Continued.			Pipe—Continued.		
Same, C. L.-----	A		Lead, in rolls and reels-----	4	
Pecans; see Nuts.			Lead, in casks-----	5	
Pegs, shoe, in bags-----	1		Sheet iron, spiral; see Iron and		
Pegs, shoe, in barrels or boxes-----	2		Steel articles.		
Peltries; see Hides.			Stove and elbows, L. C. L., not		
Pencils, slate, boxed-----	3		released-----	D 1	
Pepper and spices, N. O. S., ground,			Same, C. L., loose or in bundles,		
in boxes-----	2		straight or mixed, minimum		
Pepper and spices, in bags-----	3		weight 20,000 pounds-----	3	5
Pepper sauce, in glass, packed; see			Stove, side seams not closed, viz.:		
Sauce.			Nested and wired or crated, L.		
Perfumery-----	1		C. L.-----	1	
Perfumery tanks; same as Phono-			Same, O. R. of rust, L. C. L.-----		3
graphs and Graphophones.			Nested and wired or crated, or		
Petroleum; see Oil, coal.			otherwise, C. L., minimum		
Photographs and graphophones,			weight 20,000 pounds-----	3	5
boxed, S. U.-----	3 T 1	D 1	Tin, boxed-----	2	
Same, K. D.-----	D 1	1	Wood, L. C. L.-----	3	
Phosphate of lime; see Lime.			Wood, C. L.-----	4	
Phosphorus, in tins, hermetically			Pipe fittings; see Fittings.		
sealed-----	D 1		Pipe coverings, asbestos; see As-		
Photographic material-----	1		bestos Products.		
Pianos; see Musical Instruments.			Pipes, organ; see Musical Instru-		
Piano stools; see Furniture.			ments.		
Picker sticks; see Machinery.			Pipes, tobacco, in boxes-----	1	
Pickers, cotton, raw hide-----	2		Pitch, viz.:		
Pickles, viz.:			In barrels, L. C. L.-----	5	
In glass, L. C. L.-----	1	2	In barrels or casks, N. O. S.,		
In glass, C. L.-----		6	C. L.-----	K	
In buckets or pails, wooden, L.			Roofing, C. L.-----	K	
C. L.-----	3	4	Plaids; see Dry Goods.		
In kegs, barrels or casks, L. C. L.	4	5	Planers; see Machinery and Ma-		
In wood, C. L.-----		6	chines.		
In wood or glass, packed, mixed,			Planters; see Agricultural Imple-		
C. L.-----		6	ments.		
Picks; see Iron and Steel articles.			Plants; see Trees and Shrubbery.		
Picture backing in packages-----	4		Plant setters, hand-----	2	
Picture frames; see Furniture.			Plaster, viz.:		
Pictures; see Paintings.			Calced, L. C. L., 20 per cent.		
Pigeons, clay; see Targets.			higher than C. L.-----	6	
Pigeon (clay) traps; see Traps.			Calced, C. L.-----	K	
Pig iron; see Iron and Steel articles.			Cement; see Cement Plaster.		
Pigs' feet; see Meats.			Land; same as Agricultural Lime.		
Pilows; same as Mattresses.			Plaster of Paris, L. C. L.-----	6	
Pilots, locomotive, L. C. L.-----	1		Same, C. L.-----	A	
Pineapples; see Fruit, green.			Wall; same as Lime.		
Pins, viz.:			Plaster boards, L. C. L.-----		4
Clothes, L. C. L.-----	3		Same, C. L.-----		6
Clothes, C. L.-----	5		Plaster castings-----	D 1	2
Clothes, mixed with clothes props			Plated ware, silver (solid silverware		
and washboards, C. L.; see			not taken)-----	D 1	
Washboards.			Plated ware (not silver), and white		
Coupling, iron or steel; see Iron			ware, to be so described in		
and Steel articles.			shipping tickets-----	1	
Dowel, wooden-----	4		Plates, viz.:		
Insulator; see Telegraph Cross-			Bronze, in boxes-----	1	
arms, etc.			Paper and wooden, packed, L.		
Tent; see Tents.			C. L.-----	1	3
Mixed with wooden dishes and			Paper and wooden, including		
washboards; see Wooden-			wooden butter dishes or plates,		
ware.			C. L., minimum weight 12,000		
N. O. S., in cases-----	1		pounds-----	4	6
Pipe, viz.:			Wooden plates or dishes, nested,		
Copper, brass and metal, N. O. S.	1		packed in crates or boxes, L.		
Same, boxed-----	3		C. L.-----	5	
Drain or roofing (pipe and tile),			Same, C. L., minimum weight		
L. C. L.-----	3	6	12,000 pounds-----	5	6
Same, C. L.-----	3	A	Platforms, street car; see Vehicle		
Earthen, drain, tile or sewer, L.			Material and Parts.		
C. L.-----		K	Plows and plow material; see Agri-		
Same, C. L.-----		P	cultural Implements.		
Earthen and concrete, L. C. L.-----	3	6	Plow iron, plow steel and iron, plow		
Same, C. L.-----	3	A	parts, etc., in boxes; see Iron		
Earthen (not drain), L. C. L.-----	1	5	and Steel articles.		
Same, C. L.-----	3	6	Plugs, fire; see Iron and Steel ar-		
Iron; see Iron and Steel articles.			ticles.		

P	Class.	Class if Re- leased.	P	Class.	Class if Re- leased.
Plumbago (shipper's option), in boxes, barrels or sacks -----	5	-----	Powder—Continued.		
Plumbago (shipper's option), N. O. S. -----	5	-----	Soap; see Soap Powders.		
Pokes, animal -----	1	-----	Powder, stereotypers' backing, in packages -----	4	-----
Poles, viz.: -----			Powdered jelly; see Jelly, powdered.		
Bamboo, in bundles, L. C. L. -----	D 1	-----	Powers, dog and horse; see Agri- cultural Implements.		
Same, C. L., 20,000 pounds mini- mum -----	3	-----	Preservative, food; see Food Preser- vative.		
Curtain; see Furniture.			Preserves, fruit juices, fountain syrups, etc., viz.: -----		
Fishing; see Fishing Poles.			In glass, packed -----		1
Hoop; same as Barrel Material.			In wood, L. C. L. -----		3
Railway or electric light, iron; see Iron and Steel articles.			Same, C. L. -----		5
Telegraph or telephone, L. C. L. -----	4	-----	In cans, boxed, L. C. L. -----		2
Same, C. L.; same as Lumber, C. L. -----			Same, C. L. -----		4
Tent; see Tents.			Preserves, fruit butter and jellies, viz.: -----		
Vehicle; see Vehicle Materials.			In glass, packed, L. C. L. -----	1	3
Polishing powders and compounds; see Powders.			Same, C. L. -----	3	4
Polish, metal, packed -----	3	-----	In wood, L. C. L. -----	4	-----
Polish, stove and shoe; same as Blacking.			Same, C. L. -----	5	-----
Popcorn booths; see Booths.			In cans, boxed, L. C. L. -----	4	-----
Popped corn, plain or sugared; see Confectionery.			Same, C. L. -----	5	-----
Porcelain ware -----	D 1	1	In glass, packed, in wood or in cans, boxed, mixed car-load -----	5	-----
Porch columns, wooden; same as Sash, Doors and Blinds.			Presses, viz.: -----		
Porch supports, iron; see Iron and Steel articles.			Cider and cotton; see Agricultural Implements.		
Pork; see Meats.			Copying -----	2	-----
Porter; same as Ale.			Hay; see Agricultural Implements.		
Post-hole diggers -----	2	-----	Printing; see Machinery and Ma- chines.		
Post-office boxes; see Boxes.			Printed matter, in sheets, boxed, prepaid or guaranteed -----	2	-----
Posts, hitching; iron images or statues; see Iron and Steel ar- ticles.			Printers' cabinets, boxed or crated	1	-----
Posts, fence, iron; see Iron and Steel articles.			Printers' cases, in bundles or racks, O. R. B. -----	1	-----
Potash, viz.: -----			Printers' rollers -----	1	-----
Ball, packed -----	5	-----	Printers' roller composition -----	3	-----
German, muriate, packed -----	5	-----	Prints; see Dry Goods.		
German, muriate, N. O. S., L. C. L. -----	5	-----	Prison work; see Iron and Steel ar- ticles.		
Sulphate, N. O. S., C. L. -----	5	-----	Props, clothes; see Clothes Props.		
German, muriate, N. O. S., C. L. -----	6	-----	Protectors, tree, iron; see Iron and Steel articles.		
Sulphate, N. O. S., C. L. -----	6	-----	Pruners, tree; see Agricultural Im- plements.		
German, muriate and sulphate, when shipped to fertilizer fac- tories; see Fertilizers.			Prunes; see Fruit.		
N. O. S. -----	5	-----	Pulley bushing, wooden -----	4	5
Potato flour; see Flour.			Pulleys and pulley blocks and wheels; see Machinery and Machines.		
Potatoes; see Vegetables.			Pulp, paper, in cases -----	2	-----
Pots, glass-house, earthen, O. R. B., C. L. -----	5	-----	Same, in bundles or crates -----	6	-----
Pots, clay (empty glass recepta- cles), L. C. L. -----	5	-----	Pulp, wood, in cases -----	2	-----
Same, C. L. -----	A	-----	Same, in bundles or crates -----	6	-----
Pots, watering, galvanized iron, L. C. L. -----	3	-----	Pulp board, wood; see Paper.		
Same, C. L. -----	4	-----	Pulp, mineral -----	3	5
Poultry, viz.: -----			Pumice stone -----	3	-----
Dressed; see Meats.			Pumps and pump material, viz.: -----		
Live, in coops or crates, L. C. L. -----	D 1	1	Hand, endless chain or bucket pumps, L. C. L. -----	1	3
Same, C. L., same as Live Stock, horses and mules, C. L., when live stock contract is ex- ecuted.			Hand, endless chain or bucket pumps, detachable parts re- moved and crated or wired in bundles, L. C. L. -----	3	4
Powder, viz.: -----			Hand, endless chain or bucket pumps, C. L. -----	4	5
Baking and yeast, L. C. L. -----	3	-----	Iron, N. O. S. -----	1	3
Same, C. L. -----	4	-----	Steam pump, pumping engines and machinery, L. C. L. -----	3	4
Bleaching; see Lime, chloride of.			Same, C. L. -----	4	5
Cattle, horse or condition -----	1	-----	Wooden pumps and pump mate- rial, L. C. L. -----	3	4
Explosive; see Explosives.			Same, C. L. -----	4	5
Polishing -----	3	-----	Wooden tubing, L. C. L. -----	5	-----

P	Class.	Class if Released.	R	Class.	Class if Released.
Pumps—Continued.			Racks—Continued.		
Same, C. L.-----	6	-----	Music; see Furniture.		
Purifier; see Agricultural Imple-			Radiators or heaters, steam, viz.:		
ments.			Feed, water heaters, L. C. L.-----	2	3
Pyrites, refuse or dross, any quan-			Same, C. L.-----	3	5
tity (car-load shipments may			Not packed, L. C. L.-----	2	3
be received in bulk)-----	A	-----	Packed, L. C. L.-----	3	4
Purple ore; see Ores.			Packed or not packed, C. L.-----	3	5
Putty-----	5	-----	Rags, viz.:		
Q			Rags, bones, scrap iron, mixed, C.		
Quartz, pulverized (for washing or			L., not less than 20,000 pounds	A	-----
scouring purposes)-----	6	-----	to be charged for-----	3	-----
Quicksilver, in iron flasks-----	1	-----	In sacks or crates-----	4	-----
Quills, goose and turkey, in bales,			In barrels or hogsheds-----	A	-----
barrels, boxes or crates-----	1	-----	Pressed, in bales-----		
Quilts and comforts, made of cotton			Rail benders; see Iron and Steel		
and lined therewith; same as			articles.		
Dry Goods, N. O. S.			Railing; see Iron and Steel articles.		
Quilting attachments, K. D., boxed			Railroad car trucks; same as car		
or crated-----	1½	1	wheels and axles; see Iron and		
R			Steel articles.		
Racks, viz.:			Railroad rolling-stock equipment		
Barrel (racks and stands), port-			(not including street or tram-		
able, in bundles or crates, L.			way cars, for which see Ve-		
C. L.-----	1	2	hicles), viz.:		
Same, C. L.-----	3	4	Cars, hand, lever or crank, for		
Bicycle; see Bicycle Stands or			railway use, viz.:		
Racks.			S. U., L. C. L.-----	1	-----
Bottle (racks or coverings),			S. U., C. L., minimum weight		
wooden, completely K. D.			20,000 pounds-----	5	-----
and packed in boxes or			K. D., L. C. L.-----	2	-----
barrels, L. C. L.-----	3	-----	K. D., released, C. L.; Special		
Same, C. L.-----	5	-----	Iron Rates.		
Hat; see Furniture.			Cars, knocked down (i. e., cars		
Hay, iron; see Iron and Steel ar-			from which trucks or other		
ticles.			detachable parts have been		
Meat, in bundles, boxes or crates,			removed and loaded on same		
S. U.-----	1½	-----	car with bodies), to be loaded		
Same, K. D.-----	3	-----	and unloaded by owners, and		
Meat, returned; see Meat Boxes.			at owner's risk; see Special		
			Iron Rates.		
			Cars, narrow-gauge, requiring flat		
			or gondola cars, C. L.-----	5	-----

## Railroad rolling-stock equipment—Continued.

## PAYING MILEAGE ON REFRIGERATOR CARS.

Association lines are hereby notified that the mileage to be allowed on refrigerator cars owned or controlled by shippers or car companies, loaded with traffic to or from any point within the territory of this Association, shall not exceed three-fourths of a cent per mile, and that no allowance of any other nature shall be in any manner made to such car companies or individuals owning or controlling refrigerator cars.

Cars and locomotives, standard gauge, on their own wheels, subject to the following rules:

## BASIS FOR CALCULATION OF FREIGHT.

The shortest all-rail mileage from the Association gateways (or point of competitive shipment if with-

in Association limits), by the usual route of transportation to destination, to be used, there being added thereto such arbitraries, if any, that are intermediate between said gateways and destination; not less than 75 miles to be charged for in computing rates for short distances. Mileage of the "Traveler's Official Guide" to be used. Longer lines desiring to compete for such transportation being privileged to do so at totals made on foregoing basis.

## PASSING MESSENGERS IN CHARGE.

Messengers in charge of new coaches will not be passed free, but must pay full fare. When it is desired to send a man in charge of locomotives he may be passed free one way.

R	Class.	Class if Re- leased.	R	Class.	Class if Re- leased.
Rolling Stock—Continued.			Rice—Continued.		
Parlor and sleeping cars, 12 cents per mile.			Crystal or prepared, C. L., in sacks or bulk, for brewing purposes, shipped direct to breweries-----	D	-----
Coaches, baggage, mail and ex- press cars, 10 cents per mile.			Rough-----	D	-----
Box, cab, stock or tank cars, 6 cents per mile.			N. O. S., in boxes or kegs-----	3	-----
Coal, gondola or dump cars, 5 cents per mile.			N. O. S., C. L., minimum weight 20,000 pounds; see Special Rates.		
Flat cars upon their own wheels, 4 cents per mile.			N. O. S.-----	6	-----
Flat cars. When one or more cars are loaded on a flat car the rate will be 3 cents per mile for those loaded on the flat, and 4 cents per mile for the car on wheels carrying the others.			Rice bran and chaff-----	D	-----
Locomotives and tenders, moved by their own power, owner to furnish fuel and crew, carrier to furnish pilot, 15 cents per mile.			Rice flour and meal, in sacks-----	C	-----
Locomotives and tenders, dead, connecting rods and small parts liable to be damaged, at option of carrier, to be taken off and boxed, 20 cents per mile.			Rice flour, in barrels or kegs; same as Rice, in boxes or kegs.		
Locomotives and tenders, loaded wholly on flat cars, 25 cents per mile.			Rice polish; same as Rice Bran.		
Locomotives, loaded on flat cars and weighing less than 40,000 pounds; same as Machinery, N. O. S.			Riddles; see Sieves.		
Railways, cash; see Cash Railways.			Ridge poles, slate; see Slate.		
Raisins; see Fruit, dried.			Rimlocks; see Locks.		
Rakes; see Agricultural Implements.			Rims; see Vehicle Materials.		
Range boilers; see Boilers.			Rivets, iron; see Iron and Steel ar- ticles.		
Rasps; see Files.			Roasters, viz.:		
Rattan-----	1	-----	Coffee or peanut, portable, L. C. L.	D 1	-----
Rat traps; see Traps.			Coffee or peanut, not portable, L. C. L.	1	-----
Reapers; see Agricultural Imple- ments.			Coffee or peanut, N. O. S., C. L., minimum weight 20,000 pounds		5
Red lead; see Lead.			Cotton-seed-----		1
Reeds, willow, in bales-----	2	-----	Robes, buffalo-----		D 1
Reels, viz.:			Rock, viz.:		
Cable, empty, L. C. L.	3	-----	Asbestos; see Asbestos Rock.		
Same, C. L., minimum weight 15,000 pounds-----	5	-----	Bituminous, in barrels or casks, L. C. L.	6	-----
Hose (fire extinguishers); see Ve- hicles.			Bituminous, C. L.; same as Cement, C. L.		
Hose, garden and lawn, viz.:			Rock screenings (C. L. 40,000 pounds minimum)-----		P
S. U., L. C. L.	D 1	-----	L. C. L.		L
K. D., packed, L. C. L.	1	-----	Rods, viz.:		
K. D. or S. U., C. L.	4	-----	Curtain; see Furniture.		
Reflectors, packed-----	D 1	1	Fishing; see Fishing Rods.		
Refrigerator or cooling-room mate- rial; see Furniture.			Lightning; see Lightning Rods.		
Refrigerators; see Furniture.			Wagon box; see Iron and Steel articles.		
Re-gins; see Cotton Sweepings, etc.			Rollers, viz.:		
Registers, cash; see Cash Registers.			Cotton mill, iron and steel; see Machinery.		
Registers, warm air; same as Radia- tors or Heaters, steam.			Field and road; see Agricultural Implements.		
Replacers, car; see Iron and Steel articles.			Printers; see Printers' Rollers.		
Retorts, viz.:			Sugar; see Machinery and Ma- chines.		
Clay, L. C. L.		6	Rolls, grinding and corrugated; see Machinery and Machines.		
Clay, C. L.; same as Brick, fire, C. L.			Roof-coating, asbestos; see Asbestos Products.		
Copper-----	2	-----	Roof-coating, manufactured of coal tar, L. C. L.	5	-----
Iron; see Iron and Steel articles.			Same, C. L.	6	-----
Soda fountain-----	4	-----	Roofing, viz.:		
Rice, viz.:			Asbestos; see Asbestos Products.		
Crystal or prepared, L. C. L.; see Food Preparations, cereal.			Asphalt slag; same as Asbestos Roofing.		
			Cement, L. C. L.	4	-----
			Same, C. L.	6	-----
			Felt, in bundles or rolls	5	-----
			Glass; see Glass and Glassware.		
			Granite, packed-----	5	-----
			Gravel, L. C. L.	4	-----
			Sand, C. L.	6	-----
			Iron; see Iron and Steel articles.		
			Paper; see Paper.		
			Slate, packed, L. C. L.	6	-----
			Slate, C. L.; see Special Rates.		
			Tin, in rolls; see Tin.		
			Tile; see Pipe.		

R	Class.	Class if Re- leased.	S	Class.	Class if Re- leased.
Root, angelica, in barrels or boxes-----	1	-----	St. John's bread; see Bread.		
Roots, ivy (C. L. 24,000 pounds)-----	P	-----	Saleratus-----	4	-----
Root, licorice; see Licorice Root.			Salt, taken only at actual weight (no matter now packed), viz.:		
Roots and herbs, viz.:			Salt specimens, packed-----	1	-----
Value limited to 6cents per pound,			Table-----	4	K
L. C. L.-----	4	-----	N. O. S., in sacks, L. C. L.-----	6	K
Same, C. L.-----	6	-----	N. O. S., in sacks, C. L.-----	0	
N. O. S.-----	3	-----	Salt cake; see Cake.		
Rope, viz.:			Saltpetre, L. C. L.-----	5	-----
Bed cord, L. C. L.-----	3	-----	Saltpetre, C. L.-----	6	-----
Same, C. L.-----	6	-----	Salts, viz.:		
Clothes line, L. C. L.-----	3	-----	Antimony, in barrels, half-barrels or kegs-----	1	-----
Same, C. L.-----	6	-----	Bleaching, in barrels or casks-----	6	-----
Cotton; see Dry Goods.			Bleaching, N. O. S.-----	4	-----
Hair-----	1	-----	Epsom, in barrels or casks, L. C. L.-----	5	-----
Wire-----	5	-----	Epsom, N. O. S., L. C. L.-----	4	-----
N. O. S., L. C. L.-----	3	-----	Epsom, C. L.-----	6	-----
N. O. S., C. L.-----	6	-----	Samps; same as Hominy.		
Rope ladders; see Ladders.			Samples, cotton factory product; see Cotton Factory Product Samples.		
Rosin, in barrels, actual weight to be charged for, L. C. L.-----	5	S	Sand, monazite, value limited to \$20 per ton, L. C. L.-----	4	-----
Rosin, in barrels or casks, actual weight to be charged for, C. L.-----	6	S	Same, C. L.-----	5	-----
Rubber, crude-----	3	-----	Sand, moulding-----	5	-----
Rubber belting; see Belting.			Sand, in barrels, N. O. S., L. C. L.-----	6	-----
Rubber car springs; see Springs.			Sand and loam soil, C. L., 40,000 minimum, excess in propor- tion; see Circular No. 29.		
Rubber clothing; see Clothing.			Saratoga chips; same as Crackers.		
Rubber hose; see Hose.			Sardines; see Fish.		
Rubber packing; see Packing.			Sash, viz.:		
Rubber scrap, old, in bales-----	6	-----	Glazed, L. C. L.-----	1	4
Rubber tires; see Tires, rubber.			Glazed, C. L., minimum weight 20,000 pounds-----	5	6
Rubber goods, N. O. S.-----	1	-----	Unglazed, K. D., in bundles, crated, L. C. L.-----	3	-----
Rugs, N. O. S.-----	1	-----	Same, C. L., minimum weight 20,000 pounds-----	6	-----
Running gears; see Vehicle Mate- rials.			Unglazed, N. O. S., same as Blinds.		
Rustic work, viz.:			Sash weights; see Iron and Steel articles.		
Not boxed or crated-----	3 T 1	1	Sash weights, lead-----	5	-----
Crated-----	1	-----	Sauce, pepper, in glass, packed-----	1	2
Entirely boxed-----	2	-----	Sauce, N. O. S.-----	1	-----
Rye; same as Grain.			Sauerkraut, in barrels-----	4	6
			Sausage and sausage casings; see Meats.		
S			Saw bucks, wooden, in bundles-----	3	-----
Sacks; see Bags.			Saw bucks, wooden, K. D., in crates or boxes-----	5	-----
Saddlery, viz.:			Sawdust, in barrels or sacks-----	6	-----
Collars, horse, viz.:			Saw mills; see Machinery and Ma- chines.		
Bark or shuck-----	2	-----	Saw plates, circular, steel (not fin- ished or teeth cut therein)-----	6	-----
Covered with cotton canvas-----	2	-----	Saws, viz.:		
N. O. S.-----	2	-----	Buck, in bundles-----	1	-----
Hames, packed or in bundles-----	3	-----	Buck, in crates or boxes-----	2	-----
Hardware; see Hardware, sad- dlery.			Circular, with frames-----	1 1/2	-----
Harness, in bundles-----	1	-----	Circular, on boards-----	1	-----
Harness, boxed-----	2	-----	Drag-----	1	-----
Hooks, back band, wire (parts of harness), packed in boxes or bundles-----	3	-----	Drag, with horse power-----	5	-----
Saddles, not boxed-----	1	-----	N. O. S., loose-----	1 1/2	-----
Saddles, boxed-----	2	-----	N. O. S., on boards-----	1	-----
Saddletrees, not boxed-----	1	-----	N. O. S., boxed-----	2	-----
Saddletrees, boxed-----	2	-----	Scale board; see Board, scale.		
Stirrups, wooden, in bundles or crates-----	2	-----	Scales-automatic weighing ma- chines; see Machinery and Machines.		
Sweat pads-----	2	-----	Scales and scale beams, viz.:		
N. O. S.-----	2	-----	Manufactured wholly of iron; see Iron and Steel articles.		
Sadirons; see Iron and Steel articles.			N. O. S., unboxed, wrapped-----	1	-----
Safes, iron; see Iron and Steel arti- cles.					
Safes, meat, pantry, kitchen or cheese; see Furniture.					
Saggers, ore (fitches or fletches); same as Pots, clay.					
Sago, in bags, boxes or barrels-----	3	-----			
Sago, flour, in bags-----	5	-----			
Sago, flour, in other packages; same as Starch.					
Sails-----	1	-----			

S	Class.	Class if Re- leased.	S	Class.	Class if Re- leased.
Scales, etc.—Continued.			Seed—Continued.		
N. O. S., K. D., packed	2	-----	N. O. S.	2	-----
Scenery, including theatrical stage scenery and appliances, theat- rical paraphernalia, cyclora- mas, outfit of dioramas, pano- ramic outfit, platform lec- turer's illustrative apparatus, L. C. L.	D 1	-----	Vetches, L. C. L.	3	-----
Same, C. L.	4	-----	Same, C. L.	5	6
Scrapers; see Agricultural Imple- ments.			Separators; see Agricultural Imple- ments.		
Screens, viz.:			Separators and crushers, cotton seed; see Agricultural Imple- ments.		
Coal, ashes, tar, lime, liquid or dry, of wire or perforated iron, L. C. L.	3	-----	Settees; see Furniture.		
Same, C. L.	6	-----	Shade frames and fixtures; see Iron and Steel articles.		
Door or window, of wire, in bun- dles, boxes or crates, L. C. L.	4	-----	Shadines; see Fish.		
Door or window, of wire, O. R. B., C. L., minimum 15,000 pounds	6	-----	Shafting; see Machinery and Ma- chines.		
N. O. S., of wire, O. R. B.	D 1	-----	Shafting, couplings; see Iron and Steel articles.		
Screws, viz.:			Shafts; see Vehicle Materials.		
Bench, packed	4	-----	Shavings and chips, brewers', pressed in bales	6	-----
Iron or steel; see Iron and Steel articles.			Shavings, cork; see Cork.		
Tobacco; see Machinery and Ma- chines.			Shear flocks, refuse, or waste of woolen mill	A	-----
Wood, in casks or boxes	2	-----	Sheathing, asbestos; see Asbestos Products.		
Scythes; see Agricultural Imple- ments.			Sheathing, metallic, boxed, crated or in bundles, wired	3	-----
Scythe stones	3	-----	Sheep dip, liquid or powdered, in packages	4	-----
Sea coal; same as Facings, coal or iron.			Sheetings; see Dry Goods.		
Sea grass, sea weed or salt hay, pressed in bales, L. C. L.	3	-----	Sheet iron heating stoves; see Stoves.		
Same, C. L.	D	-----	Shellac; see Gum.		
Seals, car boxed	4	-----	Shellers; see Agricultural Imple- ments.		
Seamers, for shaping roofing tin; see Machinery and Machines.			Shells, viz.:		
Seat awnings and aprons; see Ve- hicle Materials.			Bomb, old; same as Iron Castings.		
Seats, viz.:			Lake, small, in barrels, value lim- ited to 50 cents per barrel, prepaid, viz.:		
Locomotive cab, spring	2	-----	If not for street or road paving purposes and so specified in bill of lading		5
School; see Furniture.			If for street or road paving pur- poses and so specified in bill of lading, C. L.		A
Vehicle; see Vehicle Materials.			Oyster, in barrels or kegs	A	-----
Water-closet; see Water-closet Seats.			Oyster, ground, in barrels	A	-----
Seed, viz.:			Oyster, to be used for fertilizer purposes, when consigned to fertilizer factories, C. L.; same as Fertilizers.		
Clover, L. C. L.	3	-----	Sea, prepaid, L. C. L.	D 1	1
Clover, C. L.	5	6	Same, C. L.	5	-----
Corn, in boxes	2	-----	Shelves, brick-drying; see Brick- drying Shelves.		
Corn, in barrels or sacks	5	-----	Shingle bands, iron; see Iron and Steel articles.		
Cotton, hulled		3	Shingles, viz.:		
Cotton, less than 2,000 pounds	3	-----	Metallic, boxed, L. C. L.	4	-----
Cotton, 2,000 pounds or over, L. C. L.	6	-----	Same, C. L.	6	-----
Cotton, C. L.	D	-----	Wooden, L. C. L., 20 per cent. higher than Class K.		
Flax, L. C. L.	3	-----	Same, C. L.; same as Lumber, C. L.		
Flax, C. L.	6	-----	Shipstuff; see Millstuff.		
Garden, L. C. L.	2	-----	Shirtings; see Dry Goods.		
Garden, C. L.	4	-----	Shirts	1	-----
Garden, returning over same line by which originally forwarded	6	-----	Shoddy, viz.:		
Grass	3	-----	In sacks	2	-----
Hemp, L. C. L.	3	-----	In crates	3	-----
Hemp, C. L.	6	-----	In bags	2	-----
Linseed	3	-----	In bales, described as such	4	-----
Millet, L. C. L.	3	5	Shoe findings; see Findings.		
Millet, C. L.	5	6	Shoe lasts; see Lasts.		
Mustard	3	-----	Shoe pegs; see Pegs.		
Peach stones, packed	6	-----	Shoe polish; see Polish.		
Peach stones, in bulk, C. L.		6	Shoes; see Boots.		
Sorghum, L. C. L.	3	-----			
Sorghum, C. L.	5	6			
Timothy, L. C. L.	3	-----			
Timothy, C. L.	5	6			

S	Class.	Class if Re- leased.	S	Class.	Class if Re- leased.
Shoes, horse, mule and ox; see Iron and Steel articles.			Slate blackboards; see Blackboards.		
Shooks; same as Barrel Material.			Slate cisterns, packed	2	3
Shooks and headings, in bundles, for barrels, C. L.	0		Slate, curbing or fencing, L. C. L.	4	5
Same, L. C. L., 20 per cent. higher than Class K.			Same, C. L.	5	6
Shorts; see Millstuff.			Slate, flagging or paving; same as Slate, curbing or fencing.		
Shot, viz.:			Slate lintels, window sills, copings, stairways and ridgepoles, L. C. L.		
In kegs or boxes	2		Same, C. L.	3	4
In paper bags, boxed and strapped	4		Slate, ground, in bags, same as Roofing Slate.	4	5
In kegs or double sacks	6		Slate pencils; see Pencils.		
In barrels, half-barrels, quarter-barrels or drums; same as in Kegs.			Slate mantels; see Mantels.		
Shovels; see Agricultural Imple-			Slate roofing; see Roofing.		
ments.			Slates, school, L. C. L.		
Show cards; see Signs.			Same, C. L.	3	
Show cases; see Glass and Glass-			Slats, viz.:	5	
ware.			Bed; see Furniture.		
Shrinkers, benders and upsetters, tire	2		Trunk; see Trunk Slats.		
Shrubbery; see Trees.			Wooden, 12 inches or less in length, 2 inches or less in width, prepared, boxed, L. C. L.		
Shucks; see Husks.			Sledges; see Iron and Steel articles.	4	
Shutters, iron; see Iron and Steel articles.			Sleds, log; see Vehicles.		
Shuttle blocks; see Blocks.			Sleighs; see Vehicles.		
Shuttles; see Machinery, cotton and woolen.			Slush, soap stock, or similar material for manufacturing soap, in barrels; same as Cotton-seed Oil.		
Sideboards; see Furniture.			Smokestacks (shipper's option)		
Siding, steel, stamped in imitation of brick; see Iron and Steel articles.			Snaths; see Agricultural Imple-	1	
Sieves or riddles, with tin or wooden frames, viz.:			ments.		
Not nested, loose or in bundles		3 T 1	Snuff, viz.:		
Not nested, crated		D 1	In jars, not packed		
Nested, wired in bundles, not crated, L. C. L.		1½	In jars, packed	D 1	
Nested, crated, L. C. L.		2	In casks, barrels or boxes	2	
Nested, wired in bundles or in crates, C. L., minimum weight 12,000 pounds	4		Soap, viz.:	2	
Signs, viz.:			Castile and fancy		
Card, metallic or wood, boxed, prepaid	2		Common, in boxes, and so described on package	2	
Glass; see Glass and Glassware.			Common, in barrels; same as Soap, common, in boxes.	6	
Trade, not glass, prepaid	1	2	Soap chips; same as Soap, common.		
Silex, in barrels	6		Soap powders	5	
Silicates, peroxides of, in barrels	3	5	Soap softener, liquid, in barrels	4	
Silk, raw, viz.:			Soap stock; same as Cotton-seed Oil.		
Value not specified, taken only by special contract.			Soapstone, viz.:		
Value specified greater than \$1 per pound and less than \$5 per pound			Crude, in barrels or casks, value limited to \$10 per ton; same as Cement.		
Value limited to \$1 per pound	3 T 1		Crude, C. L.	P	
Silverware, plated; see Plated Ware.	D 1		Ground, in barrels or bags, value limited to \$20 per ton, L. C. L.		
Silverware, solid, not taken.			Same, C. L.	5	
Singletrees; see Vehicle Materials.			Soapstone foot warmers and griddles, O. R. of breakage	6	
Sinks, iron; see Iron and Steel articles.			Soda, viz.:	3	5
Sinks, soapstone	1	3	Bicarbonate of, in sacks		
Sizing for factories	5		Bicarbonate of, in boxes, barrels or kegs, or in wooden, paper, pasteboard, or iron drums, or in wooden cases		5
Skins, vehicle; see Iron and Steel articles.			Caustic, in iron casks or drums	5	
Skelp iron; see Iron and Steel articles.			Caustic, in tin cans, boxed	6	
Skewers, butchers', wooden	4		Caustic, in wooden barrels	4	
Skins; see Hides.			Nitrate, L. C. L.; same as Fertilizers, L. C. L.	4	
Slag, ground; see Fertilizers.			Nitrate, C. L.; see Fertilizers, C. L.		
Slashene, in barrels; same as Paste, in barrels.			Silicate	6	
Slashene, N. O. S.; see Washing Compounds.			Soda ash, in bags, any quantity	A	
Slate billiard table beds	1	2	Soda ash, N. O. S.	6	
			Sal soda	6	
			Sulphate of, C. L.; same as Fertilizers, C. L.		

S	Class.	Class if Re- leased.	S	Class.	Class if Re- leased.
Soda—Continued.			Stands—Continued.		
Sulphate of, L. C. L.-----	6	-----	Hall; see Furniture.		
N. O. S., in kegs, boxes or drums-----	5	-----	Music; see Furniture.		
N. O. S., in wooden cans or drums, metal lined-----	5	-----	Revolving display; see Furniture.		
Soda fountains; see Fountains.			Staples; see Iron and Steel articles.		
Soda fountain retorts; see Retorts.			Starch, N. O. S., in boxes or bun- dles, L. C. L.-----	3	-----
Sofas; see Furniture.			Same, C. L.-----	5	-----
Softener, cotton and wool, in barrels-----	B	-----	Starch, in bags, O. R. wet and waste, L. C. L.-----	3	-----
Softener, cotton and wool, N. O. S.-----	5	-----	Same, C. L.-----	5	-----
Solder-----	5	-----	Starch, liquid or starch, polish, in glass, boxed, owner's risk breakage and leakage, or in wood, O. R. L., L. C. L.-----		1
Soldering flux; see Flux.			Stationery-----	2	-----
Sorghum, in barrels or hogsheads-----	5	6	Statuary, viz.:-----		
Spades; see Agricultural Imple- ments.			Iron; see Iron and Steel articles.		
Spaghetti; see Macaroni.			Marble or granite, O. R. B., cha- fing or chipping-----		D 1
Spark arresters, L. C. L.-----	D 1	4	Marble or granite, value limited to 40 cents per cubic foot-----	D 1	1
Specimens, mineral, in the rough, boxed, O. R. B., prepaid-----	5	-----	Statues, or option of initial road or steamers-----	3 T 4	D 1
Spelter, in slabs or casks-----	6	-----	Staves; same as Lumber, common.		
Spices; see Pepper.	A	-----	Stay guards, steel, for fence wire; see Wire, fence.		
Spiegel eisen, L. C. L.-----	6	-----	Steamers, feed; see Evaporators; see Agricultural Implements.		
Same, C. L.-----	6	-----	Steam gauges; see Machinery and Machines.		
Spikes; see Iron and Steel articles.			Steam heaters; see Radiators.		
Spindle boxes; see Boxes, empty.			Steam shovels; same as Locomo- tives; see Railroad Rolling- stock Equipment.		
Spindles, packed, L. C. L.-----	6	-----	Steam yachts; see Boats.		
Spiritine, viz.:-----			Stearine; same as Tallow.		
In cans, boxed, L. C. L.-----	D 1	2	Steel, packed or unpacked; see Iron and Steel articles.		
In barrels, L. C. L.-----	3	-----	Steel blooms and billets; see Iron and Steel articles.		
In packages, C. L.-----	6	-----	Steel, granulated; see Iron and Steel articles.		
Splices; see Iron and Steel articles.			Steel stay guards, for fence wire; see Wire, fence.		
Splints, broom; see Broom Splints.			Steel yards, unboxed-----	1	-----
Spokes; see Vehicle Materials.			Steel yards, packed, K. D.-----	2	-----
Sponge-----	D 1	-----	Stereotype plates, boxed-----	1	-----
Sponge iron; see Iron and Steel articles.			Stereotype plates, newspaper, old, returned to manufacturers, packed-----	3	-----
Spools and cores made of wood or iron, or both, for winding paper thereon-----	6	-----	Stereotypers' backing powder; see Powder.		
Spools (parts of cotton and woolen mill machinery); see Ma- chinery.			Stills, viz.:-----		
Spouts; see Conductors.			Copper, worm, crated-----	1	3
Sprayers, garden; see Agricultural Implements.			Iron, L. C. L.-----	1	3
Spreaders; see Agricultural Imple- ments.			Iron, C. L.-----	4	-----
Spring seats for locomotive cabs; see Seats.			Stirrups; see Saddlery.		
Springs, viz.:-----			Stone, viz.:-----		
Bed; see Furniture.			Artificial, architectural, O. R. B.; same as Terra-cotta.		
Car, iron; see Iron and Steel articles.			Lithographic-----	1	2
Car, rubber, loose-----	4	-----	N. O. S.; see Marble and Granite.		
Car, rubber, boxed-----	5	-----	Stone dust; see Marble and Gran- ite.		
Furniture; see Furniture.			Stoneware; same as Earthenware.		
Seat; see Iron and Steel articles.			Stools, piano; see Furniture.		
Vehicle; see Iron and Steel articles.			Stop-cock boxes; see Iron and Steel articles.		
Wire, loose or in bundles, not taken.			Stove boards, boxed or crated-----	3	-----
Wire, N. O. S., packed in boxes-----	2	-----	Stove pipe; see Pipe.		
Wire, N. O. S., packed in barrels or casks-----	3	-----	Stoves, viz.:-----		
Sprinklers, automatic, in boxes-----	2	-----	Alcohol, gas, gasoline, oil, vapor, viz.:-----		
Sprinklers, street; see Vehicles.			With skeleton frames, boxed or crated, L. C. L.-----	1½	1
Stackers, straw; see Agricultural Implements.					
Stage coaches; see Vehicles.					
Stairways, slate; see Slate.					
Stairwork; see Woodwork.					
Stanchions, cattle-----	6	-----			
Stand pipe; see Iron and Steel arti- cles.					
Stands, viz.:-----					
Barrel; see Racks.					
Bicycle; see Bicycle Stands or Racks.					

S	Class.	Class if Re- leased.	S	Class.	Class if Re- leased.
Stoves—Continued.			Swage blocks; see Iron and Steel articles.		
Without skeleton frames, boxed or crated, L. C. L.-----	1	2	Sweat pads; same as Saddlery.		
With or without skeleton frames, boxed or crated or loose, C. L., minimum weight 20,000 pounds-----	3	5	Sweepings, cotton; see Cotton Sweepings.		
Stoves, sheet iron heating, L. C. L.-----	1	-----	Sweepings, woolen mill; same as Cotton Sweepings.		
Same, C. L., 12,000 pounds minimum-----	3	-----	Swings, wooden, portable; same as Hammocks, portable.		
Stoves, N. O. S., stove plates, stove furniture and stove holloware (not enameled, agate or granite ware and not including stove pipe and stove pipe elbows), shipped with stoves, L. C. L.-----	1	3	Switches and switch chairs; see Iron and Steel articles.		
Same, C. L., minimum weight 20,000 pounds-----	3	5	Syrups, viz.: Manufactured of cider, in barrels, half-barrels, hogsheads or casks-----	5	6
Hollowware, shipped separately from stoves; see Hollowware.			Coloring; see Coloring.		
Straw; see Hay.			N. O. S., in glass or stone, boxed-----	1	2
Straw boards; see Paper.			N. O. S., in kegs or cans, boxed-----	3	4
Straw bottle covers; see Covers.			N. O. S., in barrels or hogsheads-----	5	6
Straw braid, for manufacture of straw hats, in bales, value limited to \$30 per bale-----	2	-----			
Straw goods; same as Dry Goods, N. O. S.			T		
Street sprinklers; see Vehicles.			Tables; see Furniture.		
Stretchers, artists'; see Artists' Stretchers.			Tackle, fishing; see Fishing Tackle.		
Stretchers, fence packed or in bundles-----	3	-----	Tacks, iron; see Iron and Steel articles.		
Stripes, domestic; see Dry Goods.			Tacks, N. O. S.-----	2	-----
Stucco powder, C. L.-----	A	-----	Tags, paper, packed-----	2	-----
Stuffing, for hoofs; see Hoof Stuffing.			Tags, sheet iron; same as Tags, tin.		
Stump pullers; see Machinery and Machines.			Tags, tin, lettered, in boxes or barrels, prepaid-----	4	-----
Sublimate of lead; see Lead.			Tags, tin, not lettered, in boxes or barrels-----	4	-----
Sugar, viz.: In boxes, not strapped-----	2	4	Tails, cattle-----	4	-----
In boxes, strapped-----	4	5	Talc-----	6	-----
In barrels or hogsheads-----	6	-----	Tallow, in barrels-----	B	-----
In single sacks-----	2	4	Tallow, N. O. S.-----	5	-----
In cartons or sacks, packed in boxes, or in double sacks, same as in barrels.			Tamarinds, in boxes or kegs-----	2	-----
Grape-----	6	-----	Tankage, for fertilizer purposes, C. L.; see Fertilizers.		
On mixed car-loads of sugar, in wood and in sacks, the car-load rates as authorized on each article in straight car-loads may be applied.			Tank material; same as Box and Barrel Material.		
Sugar cane, prepaid-----			Tanks, viz.: Cast-iron, water, enameled, to be used as water-coolers and refrigerators-----	1	-----
Sugar rollers; see Machinery and Machines.	6	-----	Iron or steel, not over 30 feet long; same as Boilers.		
Sulkies; see Vehicles.			Oil, cellar or store, O. R. B., viz.: Empty, loaded, in box cars-----	D 1	-----
Sulphates; see Ammonia, Iron, Potash and Soda.			Empty, requiring flat or gondola cars, minimum weight 5,000 pounds each-----		1
Sulphur; same as Brimstone.			Empty, with pump, hood and measures inside of can, boxed or crated-----		1
Sulphur ore; see Ore.			Empty, oil storage, loaded lengthwise and strapped to flat cars; same as Tank Cars.		
Sulphuric ether; see Ether.			Oil tank wagons; see Vehicles.		
Sumac, viz.: Ground, in bags or barrels, L. C. L.-----	4	-----	Water-closet; see Water-closet Tanks.		
Same, C. L., minimum weight 20,000 pounds-----	5	-----	Wooden, capable of being loaded in box cars, boxed or crated, S. U.-----	2	-----
Leaf, L. C. L.-----	3	5	Wooden, N. O. S., S. U.-----	D 1	-----
Leaf, C. L., minimum weight 16,000 pounds-----	5	K	Wooden, packed, K. D.-----	6	-----
Sumac extract, dry, in boxes-----	1		N. O. S.-----	3 T 1	-----
Sumac extract, liquid, in barrels or casks-----	4	5	Tapioca, in bags, boxes or barrels-----	3	-----
Surgical instruments, boxed-----	D 1	-----	Tar, in barrels, L. C. L.; 20 per cent. higher than Class K.		
			Tar, in barrels or casks, C. L.-----	K	-----
			Tar, in cans, boxed or crated, L. C. L.-----	4	-----
			Same, C. L.-----	5	-----
			Tar residuum; same as Tar.		

T	Class.	Class if Released.	T	Class.	Class if Released.
Targets, sportsmen's, flying, in barrels or boxes, L. C. L. -----	1	3	Tires, locomotive; see Iron and Steel articles.		
Same, sportsmen's, flying, C. L. -----	3	5	Tires, rubber, solid or pneumatic, boxed or crated -----	1	
Tea -----	1		Tires, wagon; see Iron and Steel articles.		
Teazles -----	D 1		Tobacco, viz.: -----		
Teazle cloth; see Dry Goods.			Cut in boxes, barrels or bales -----	1	
Tedders, horse; see Agricultural Implements.			Leaf, in cases -----	3	
Telegraph cross-arms with insulator pins or brackets -----	6		Leaf, in bales, O. R. of wet or heating -----		4
Same, without insulator pins or brackets, lumber rates.			Plug, in boxes or kegs -----	2	3
Telegraph insulator pins or brackets, L. C. L. -----	4		Smoking -----	2	
Same, C. L. -----	6		Unmanufactured, in casks or hogsheads -----	4	
Telephones, boxed -----	3 T 1	D 1	Tobacco barns; see Barns.		
Tents, gospel -----	4		Tobacco-box material; see Box Material.		
Tents and tent poles -----	2		Tobacco granulators and cleaners; see Agricultural Implements.		
Tent pins, L. C. L. -----	2		Tobacco screws and fixtures; see Machinery and Machines.		
Same, C. L. -----	A		Tobacco hangers; see Hangers.		
Terne plate; same as Tin Plate.			Tobacco dryers, K. D., crated or in barrels -----		6
Terra-cotta, viz.: -----			Tobacco sticks, flues, baskets and furnaces, unmixed, C. L., 10,000 pounds minimum to be charged for -----	4	6
Architectural, packed in boxes, crates, casks or tierces, L. C. L. -----	2	4	Tobacco sticks, any quantity, prepaid -----		A
Architectural, C. L. -----		6	Tobacco sticks, rough, not wired, prepaid or guaranteed; same rate as Lumber, common.		
N. O. S. -----	2	3	Tobacco samples (leaf), released, in boxes or cases, weighing not over 100 pounds; same as Tobacco (leaf) in hogsheads.		
Terra japonica -----	4		Tobacco, unmanufactured, in hogsheads or tierces -----	1	
Tete-a-tetes; see Furniture.			Tobacco, unmanufactured, in barrels, boxes, crates, bales or baskets -----	3	4
Theatrical paraphernalia; see Scenery.			Tobacco, unmanufactured, loose, in car, on the stick, loaded and unloaded by the owners, C. L., 10,000 pounds minimum -----		4
Thread (including ball sewing, product of cotton factories) -----	1		Tobacco, unmanufactured, loose, not less than 10,000 pounds charged for -----	1	3
Threshers; see Agricultural Implements.			Tobacco stems, in hogsheads, or bales -----	6	
Tickings; see Dry Goods.			Tobacco sweepings or stems, viz.: -----		
Tie buckles, cotton; same as Cotton Ties.			In bags, bales, barrels or casks, for fertilizer purposes, so certified on bill of lading or shipping receipt, value limited to \$10 per ton; see Fertilizers.		
Ties, cotton; see Cotton Ties.			N. O. S., packed -----	6	
Ties, hay -----	A		Toe calks; see Iron and Steel articles.		
Tile, viz.: -----			Tombstones; see Monuments.		
Drain and roofing; see Pipe.			Tongue, viz.: -----		
Fire, for lining, etc. -----	4		Deer, value limited to not over 6 cents per pound, L. C. L. -----	5	
Floor and marble -----	4		Same, C. L. -----	6	
Hollow, fireproof, C. L. -----	4	A	N. O. S.; see Meats.		
Tiling, sidewalk, concrete or cement, L. C. L. -----		6	Tonqua beans; see Beans.		
Same, C. L. -----		A	Tools, edge -----	2	
Sidewalk, combined iron and glass, L. C. L. -----	3	4	Tools, mechanics', boxed -----	2	
Same, C. L. -----	4	5	Toothpicks -----	2	
Tin, viz.: -----			Tops, vehicle; see Vehicle Materials.		
Japanned, in sheets, O. R. of wet and rust -----		3	Torches, campaign, packed -----	1	2
In shape for manufacture of cans, nested solid, no other goods in same package -----	4		Tow, in bales, uncompressed -----	2	
Pig and block -----	5		Same, compressed -----	3	
Scrap, in rolls or bundles, wired or crated -----	6				
Tin foil, in boxes -----	2				
Tin flour receptacles; same as Cans, empty.					
Tin plate, in boxes, charged at actual weight, L. C. L. -----	4	5			
Same, C. L. -----	5	6			
Tin roofing, in rolls -----	5				
Tin tags; see Tags, tin.					
Tin trunk covering; see Trunk Covering.					
Tinner's trimmings, N. O. S. -----	2				
Tinware, N. O. S., L. C. L. -----	3				
Same, C. L., minimum weight 20,000 pounds -----	4				
Tipplers; see Chutes.					
Tire benders and upsetters; see Shrinkers.					

T	Class.	Class if Re- leased.	T	Class.	Class if Re- leased.
Towers, viz.:			Tree protectors, iron; see Iron and Steel articles.		
Fire apparatus, straight or mixed, C. L., 5,000 pounds minimum, consisting of small chemical engines, small ladder wagons, hand extinguishers and small force pumps-----	1	-----	Trees and shrubbery, viz.:		
Water, parts of fire department apparatus, viz.:			Evergreen, boxed, for decorating purposes; same as Trees and Shrubby.		
If at actual weight, K. D.-----	D 1	-----	Baled, prepaid or guaranteed, L. C. L.-----	D 1	2
If requiring flat or gondola cars, minimum weight 5,000 pounds.	1	-----	Same, C. L.-----	1	3
Windmill; see Windmill Towers.			In boxes, prepaid or guaranteed, L. C. L.-----	1	3
Toys, viz.:			Same, C. L.-----	2	4
Banks, iron, boxed, solid cases; same as Hardware, boxed, N. O. S.			In bulk, C. L., owner's risk of loss or damage by heating, freezing or improper packing, loaded and unloaded by owners, prepaid or guaranteed-----	2	4
Blocks, alphabet and building, wood or stone-----	1	-----	Plants, strawberry, in baskets, without overtop handles-----		1
Drums, boxed, O. R.-----	3 T 1	-----	Plants, N. O. S., in bales-----		D 1
Furniture, children's, L. C. L.-----	D 1	-----	In covered baskets-----		D 1
Same, minimum weight 15,000 pounds, C. L.-----	1	-----	In boxes or crates-----		1
Hobby horses, not boxed-----	4 T 1	3 T 1	Tricycles; see Vehicles.		
Hobby horses, entirely boxed or crated, L. C. L.-----	D 1	-----	Tripe; see Meats.		
Same, C. L., minimum weight 15,000 pounds-----	1	-----	Tripoli-----	4	-----
Iron, N. O. S., solid cases-----	2	-----	Troughs, eave, galvanized iron; see Iron and Steel articles.		
Sleds or sleighs, children's, in bundles, L. C. L.-----	D 1	-----	Trough, eave, wooden; see Conductors.		
Same, C. L., minimum weight 15,000 pounds-----	1	-----	Trucks, viz.:		
Trunks-----	1½	-----	Car; see Iron and Steel articles.		
Wagons or carriages (dog), children's, L. C. L.-----	D 1	-----	Electric motor, L. C. L.-----	5	-----
Same, C. L., minimum weight 15,000 pounds-----	1	-----	Same, C. L.-----	6	-----
Wagons, N. O. S., S. U., L. C. L.-----	D 1	-----	Warehouse and factory-----	3	-----
Wagons, N. O. S., K. D., packed-----	1	-----	Trunk clamps, metal, in boxes-----	2	-----
Wagons, N. O. S., children's, C. L., minimum weight 15,000 pounds-----	1	-----	Trunk covering, iron or tin, boxed, L. C. L.-----	2	3
Wax show figures-----	D 1	-----	Same, C. L.-----	-----	4
Wheelbarrows, children's, in bundles, L. C. L.-----	D 1	-----	Trunk slats, wooden, 24 inches in length or over, 2 inches wide, ½ inch or more thick, in bundles or crates, L. C. L.-----	4	-----
Same, C. L., minimum weight 15,000 pounds-----	1	-----	Same, C. L.-----	6	-----
Mixed car-loads, minimum weight 15,000 pounds-----	1	-----	Trunks, viz.:		
Toys, N. O. S.-----	1	-----	Corded or wrapped, filled with personal effects-----	3 T 1	1
Tracks, portable, railway, iron, wood, or iron and wood combined; see Iron and Steel articles.			Corded or wrapped, empty or filled with merchandise-----	1	-----
Trains, sugar; see Agricultural Implements--Mills.			Not corded or wrapped, filled with merchandise-----	D 1	-----
Traps, viz.:			Packing, nested-----	1	-----
Animal, iron or steel; see Iron and Steel articles.			Sample, empty-----	D 1	1
Clay pigeon or glass ball, in bundles, crates or boxes-----	3	5	Sample or other kinds, when containing samples, should take the classification provided for trunks filled with merchandise.		
Fly-----	D 1	-----	N. O. S.-----	D 1	-----
Mouse and rat-----	1	-----	Tubes, viz.:		
Sewer gas or grease, viz.:			Carbonic acid gas; see Cylinders.		
Iron; see Iron and Steel articles.			Iron, for holding of acids; see Iron and Steel articles.		
Lead, loose-----	2	3	Paper, for winding yarn thereon, boxed; see Cotton and Woolen Mill Machinery.		
Lead, in barrels or boxes-----	3	4	Pasteboard, for use in cotton factories, packed-----	2	-----
Traveling bags; see Bags.			Tubing, iron; see Iron and Steel articles.		
Trays, brick; see Brick Trays.			Tubs, viz.:		
Trays, gas, wooden, in packages, L. C. L.-----	2	-----	Bath, not boxed-----	D 1	-----
Same, C. L.-----	4	-----	Bath, boxed-----	1	-----
Tree labels, wooden; see Labels, tree, wooden.			Bath, folding, wrapped, crated-----	1	2
Tree nails-----	6	-----	Bath, iron; see Iron and Steel articles.		
			Bath, nested-----	2	-----

T	Class.	Class if Re- leased.	V	Class.	Class if Re- leased.
Tubs—Continued.			Vegetables, in cans, L. C. L. -----	4	-----
Galvanized iron; see Iron and Steel articles.			Same, C. L. -----	5	-----
Soapstone -----	1	3	Vegetables, not canned or desiccated, viz.: -----		
Wash or laundry, iron; see Iron and Steel articles.			NOTE 1.—When vegetables are shipped during cold weather and stoves and fuel are furnished by shipper, one man will be billed in charge of the car to care for fire and property, but he must provide himself with a first-class ticket. Stoves returned will be charged for at regular rates.		
Wash or laundry, legs off -----	1	3	NOTE 2.—Mixed car-loads of apples, beets, cabbages, carrots, onions, potatoes and turnips, may be taken at the same rate as straight car-loads of either article.		
N. O. S.; same as Woodenware.					
Tumbler washers; see Washers.			Beets, in barrels -----	3	6
Tumblers; see Glass and Glassware.			Beets, in crates, boxes or in bulk, C. L. -----		6
Turf, grass, in bundles or crates, L. C. L. -----		6	Cabbages, packed, L. C. L. -----	3	6
Same, C. L. -----		A	Cabbages, in barrels, crates, boxes or in bulk, C. L. -----		6
Turnips; see Vegetables.			Carrots, in barrels -----	3	6
Turn-buckles; see Iron and Steel articles.			Same, in crates, boxes or in bulk, C. L. -----		6
Turntables; see Machinery and Machines.			Onions, in sacks, L. C. L. -----	3	5
Turpentine, crude, in barrels, L. C. L. -----	5	-----	Onions, in barrels or crates, L. C. L. -----	3	6
Turpentine, crude, in barrels, casks or tank cars, C. L. -----	6	-----	Onions, in barrels, crates, boxes, sacks or in bulk, C. L. -----		6
Turpentine, spirits of, viz.: -----			Potatoes, in crates or sacks, L. C. L. -----	3	6
NOTE.—Actual weight obtained at shipping point must be charged for on shipments in cans, barrels or casks; or if no scales at shipping point, necessitating use of estimated weights, shipments must be weighed at nearest scale point and manifests corrected, if necessary, and copy of correction mailed at once to the Chairman. On shipments in tank cars, weights will be assessed on the shell capacity of tank multiplied by seven pounds to the gallon.			Potatoes, in barrels, actual weight L. C. L. -----	3	6
In cans, boxed -----	D 1	2	Potatoes, in barrels, crates, boxes, sacks or in bulk, C. L. -----		6
In barrels, L. C. L. -----	3	-----	Turnips, in barrels, crates, boxes or in bulk, C. L. -----		6
In barrels, casks or tank cars, C. L. -----	6	-----	Turnips, L. C. L. -----	3	6
Tuyeres -----	2	-----	N. O. S., prepaid or guaranteed -----		3
Twine, viz.: -----			Vegetole (a compound of lard), packed in cases, tubs, half-barrels, barrels or tierces -----		B
Binder's, packed, in bales, L. C. L. -----	3	-----	Vehicles, viz.: -----		
Same, C. L. -----	6	-----	Barrows, furnace-charging, viz.: -----		
Cotton; see Dry Goods.			S. U., L. C. L. -----	3	-----
Paper, when so described on package -----	5	-----	Wheels and movable iron parts detached, L. C. L. -----	4	-----
Type, boxed -----	2	-----	Same, C. L. -----	6	-----
Type, old, in boxes, barrels or kegs -----	3	-----	Bicycles, tricycles or velocipedes, viz.: -----		
Type metal, in pigs -----	4	-----	K. D., boxed, L. C. L. -----	1	-----
Typewriters, boxed -----	D 1	1	K. D., crated, L. C. L. -----	1½	-----
U -----			K. D., partly boxed or crated, L. C. L. -----	D 1	-----
Umbrellas, boxed -----	1	-----	K. D., C. L. -----	3	-----
Urns, iron; see Iron and Steel articles.			S. U., securely boxed, L. C. L. -----	1½	-----
V -----			S. U., securely crated, L. C. L. -----	2 T 1	-----
Valves, metal, boxed -----	2	-----	S. U., C. L. -----	3	-----
Valves, metal, in barrels, kegs or casks -----	3	-----	Velocipedes, railroad -----	1	-----
Varnish, viz.: -----			Bicycles or tricycles, L. C. L., not taken unless boxed or crated.		
In cans, not boxed -----	1	-----	Brick trucks and clay carts, manufactured of iron and wood, for use on portable railway tracks, viz.: -----		
In cans, boxed -----	2	-----	S. U., L. C. L. -----		4
In barrels, casks or kegs, L. C. L. -----	3	-----	Smaller parts boxed, L. C. L. -----		5
Same, C. L. -----	4	-----	S. U. or K. D., C. L. -----		6
Vaseline, in glass, packed -----	1	-----	Cars, viz.: -----		
Vaseline, in cans, packed -----	2	-----	Cane; same as Cars, logging or mining.		
Vaults and vault work; see Iron and Steel articles.					
Vegetables, desiccated -----	4	-----			

V	Class.	Class if Re- leased.	V	Class.	Class if Re- leased.
Vehicles—cars—Continued.			Vehicles—cars—Continued.		
Coke, or larries; same as Cars, logging or mining.			Same, K. D., loaded in box cars, actual weight -----		1½
Logging or mining, S. U., L. C. L. -----		4	Same, C. L., minimum weight 20,000 pounds -----		4
Logging or mining, smaller parts boxed, L. C. L. -----		5	Velocipedes, bicycles or tricycles, parts; see Vehicle Material.		
Logging or mining, S. U. or K. D., C. L. -----		6	Wagons or wagonettes, N. O. S.; same as Carriages, Buggies and Trotting Wagons.		
Street or tramway (operated either by steam, cable, horse or electric power), single -----	D 1		Wagons, mining; see Cars, logging and mining.		
Same, C. L., two or more on a car, minimum weight 20,000 pounds (subject to Rule 22—C.) -----		5	Wagons and carts, farm or lum- ber, viz.: -----		
Carriages, buggies and trotting wagons, viz.: -----			NOTE.—The classification of "wag- ons and carts, farm or lumber," is intended only to apply on rough, cheap, farm or lumber wagons and carts, with or without springs, and is not intended for buggies or var- nished pleasure or business wagons, for which provision is made in the foregoing.		
S. U., L. C. L. -----	4 T 1	3 T 1	S. U., L. C. L. -----	D 1	1½
K. D., boxed or well crated, package exceeding 50 inches in height, L. C. L. -----	3 T 1	D 1	Taken apart and thoroughly K. D., L. C. L. -----	3	4
K. D., boxed or well crated, package exceeding 30 inches but not exceeding 50 inches in height, L. C. L. -----	D 1	1½	S. U. or K. D., C. L., minimum weight 20,000 pounds -----	4	6
K. D., boxed or well crated, package not exceeding 30 inches in height, L. C. L. -----	D 1	2	Vehicle materials and parts of ve- hicles, viz.: -----		
Boxed or well crated, C. L., min- imum weight 8,000 pounds -----	1	4	Bodies, finished, carriage, buggy, trotting wagon and wagon; same as Carriages, Buggies, Trotting Wagons and Wag- ons, respectively.		
Loose, C. L., minimum weight 15,000 pounds -----	3		Bodies, unfinished; see Wheels.		
Carriages and wagons, children's, viz.: -----			Box rods, wagon, in bundles; see Iron and Steel articles.		
S. U., not boxed -----	3 T 1		Boxes and skeins, iron; see Iron and Steel articles.		
S. U., boxed -----	D 1		Boxes and skeins, iron, shipped on axles, see Iron and Steel articles.		
K. D., in boxes, bundles or crates	1		Brakes, wagon, iron; see Iron and Steel articles.		
Carts, viz.: -----			Brake ratchets, wagon, iron; see Iron and Steel articles.		
Barrels, wheels and shafts de- tached and crated, L. C. L. -----	2	4	Dashers, buggy, boxed or crated-- Fifth wheels, viz.: -----	1	
Same, C. L. -----	4	6	Loose, or tied in bundles, or boxed -----	2	
Clay, for use on portable rail- ways; see Brick Trucks.			Packed, in barrels, casks or kegs -----	5	
Farm and lumber; see Wagons.			Gears, platform wagon, in the white, without springs or ax- les, L. C. L. -----	2	
Road, village or pleasure; same as Carriages, Buggies and Trotting Wagons.			Hubs, packed, in rolls or secure- ly tied together -----	A	
Drays; same as Wagons, farm.			Mining car material, L. C. L. -----	5	
Fire extinguishers on wheels (not steam fire engines, hose reels, etc.); see Extinguishers.			Same, C. L. -----	6	
Gigs and sulkies; same as Car- riages, Buggies and Trotting Wagons.			Rims, packed or securely tied together -----	A	
Hearses, single -----	4 T 1	3 T 1	Running gears, viz.: -----		
Hose reels and hook and ladder trucks; same as Carriages, Buggies and Trotting Wagons.			Speeding, training, phaeton, vil- lage, road-cart or spring wagon	D 1	
Oil tank wagons, viz.: -----			Same, K. D., boxed or well crat- ed, packages not exceeding 30 inches in height -----	1	
K. D. -----	1		Ironed and in the white, in bundles or crates, K. D., pack- ages not exceeding 30 inches in height -----	1	
Requiring flat or gondola cars, minimum weight 4,000 pounds each -----	1		Ironed and in the white, in bundles or crates, S. U. -----	1½	
N. O. S., minimum weight 3,000 pounds each -----	1				
Omnibuses, single -----	4 T 1	3 T 1			
Omnibuses, C. L., two or more on a car, minimum weight 20,000 pounds -----		5			
Sledge, log; see Wagons, farm.					
Sleighs; same as Carriages, Bug- gies and Trotting Wagons.					
Stage coaches, single -----	4 T 1	3 T 1			
Street sprinkling wagons, set up, loaded on flat cars, minimum weight 4,000 pounds each -----	D 1	1			

V	Class.	Class if Re- leased.	W	Class.	Class if Re- leased.
Vehicle materials—Continued.			Wadding -----	D 1	-----
Seat awnings and aprons, wagon, not leather, K. D. flat -----	2	-----	Wagon jacks; see Jack Screws.		
Seats, carriage, buggy and wagon	2	-----	Wagons; see Vehicles.		
Shafts and poles, carriage and buggy, fully wrapped, shipped separate from vehicles -----	D 1	1	Wainscoting; see Woodwork.		
Shafts, bows, felloes, singletrees, spokes, hubs and rims, wood, unfinished, L. C. L. -----	4	5	Wall cases; see Furniture.		
Same, C. L. -----	5	6	Wall finish, viz.: -----		
Shafts, poles and wheels, parts of farm or lumber wagons, L. C. L. -----	3	4	Alabastine, anti-kalsomine, gyp- sine, kalsomine, lime (liquid), muraline and muresco, in kegs, barrels or boxes -----	6	-----
Same, C. L. -----	4	6	Walnuts; see Nuts.		
Singletrees and doubletrees, viz.: Finished, boxed, crated or in bundles -----	2	-----	Wardrobes; see Furniture.		
Ironed and partly finished, boxed or crated -----	4	-----	Warp; see Dry Goods.		
Ironed and partly finished, in bundles -----	4	-----	Washboards, L. C. L. -----	3	-----
Same, C. L. -----	6	-----	Washboards, C. L., minimum weight 12,000 pounds -----	5	-----
Spokes, packed, or securely tied in bundles -----	A	-----	Washboards, clothes props and clothes pins, mixed, C. L., mini- mum weight 12,000 pounds -----	5	-----
Same, C. L. (all-rail shipments may be taken loose) -----		P	Washers, lead, in boxes -----	4	-----
Spring, seat and carriage, iron; see Iron and Steel articles.			Washboards, mixed with butter dishes, clothes pins, etc.; see Woodenware.		
Singletrees, wooden or iron, in bundles, parts of farm wag- ons, or to be used for agricul- tural purposes, L. C. L. -----	3	4	Washers, iron; see Iron and Steel ar- ticles.	3 T 1	1
Same, C. L. -----	4	6	Washers, tumbler, fully boxed -----		
Street car platforms, with or with- out sheet iron fronts at- tached -----	2	-----	Washing or scouring compounds (not soap powders) -----	4	-----
Tires, wagon; see Iron and Steel articles.			Washing crystals -----	4	-----
Tops, carriage and buggy, viz.: S. U., boxed or crated -----	3 T 1	-----	Washing fluid, in carboys, boxed -----		1
K. D. flat, folded or wrapped -----	D 1	-----	Washtands; see Furniture.		
K. D. flat, boxed or crated -----	1½	-----	Waste, viz.: -----		
Velocipedes, bicycle or tricycle rims or other parts, N. O. S., in packages -----	1	-----	Cotton; see Dry Goods.		
Wheels, carriage and wagon, fin- ished, in crates or bundles (loose not taken), L. C. L. -----	2	-----	Woolen, jute or tailings, in bags or sacks -----	2	-----
Wheels and bodies, unfinished, L. C. L. -----	3	-----	Same, in crates -----	3	-----
Same, C. L., minimum weight 15,000 pounds -----	5	-----	Same, pressed in bales -----	4	-----
Wagon parts, wood, unpainted, N. O. S., K. D. and packed in crates or bundles -----	5	-----	Water, viz.: -----		
Velocipedes; see Vehicles.			Ærated (such as moxie); same as Water, mineral.		
Velvet beans; see Beans.			Ammonia; see Ammonia, aqua-		
Veneering, not boxed -----	D 1	-----	Mineral, in glass or stone, packed, L. C. L. -----	3	4
Veneering, boxed -----	1	-----	Same, C. L. -----	5	6
Veneering, wooden wrapping materi- al (manufactured of poplar, pine, or other soft woods, to be used as packing to prevent chafing or damage to ship- ments) L. C. L. -----	4	-----	Mineral, in wood, L. C. L. -----	4	5
Same (to points governed by Southern Freight Classifica- tion), C. L.; Lumber rates.			Same, C. L. -----	5	6
Vermicelli; see Macaroni.			Water-closets, iron; see Iron and Steel articles.		
Vinegar, viz.: -----			Water-closet cisterns, iron; see Iron and Steel articles.		
In wood -----	4	5	Water-closet tanks and seats, wooden, crated or boxed -----		3
In wood, prepaid -----	5	6	Water-coolers and filters; see Fil- ters.		
N. O. S. -----	1	2	Water-cranes; see Cranes, water.		
Vinegar shavings or chips, in bags	5	-----	Water-gates, iron; see Iron and Steel articles.		
Vises, iron; see Iron and Steel ar- ticles.			Water-heaters, feed; see Radiators and Heaters.		
Vitriol, blue; see Bluestone.			Water-meter boxes; see Meter Boxes, water.		
			Wax, viz.: -----		
			Bees -----	1	-----
			Paraffine -----	3	-----
			Sealing, fruit can or jar -----	3	-----
			N. O. S. -----	1	-----
			Wax comb foundation; same as Bee Comb Foundation.		
			Wax extractors, crated -----	1	-----
			Wax figures; see Images.		
			Webbing, backband; see Dry Goods.		
			Wedges; see Iron and Steel articles.		
			Weighing machines; see Machinery and Machines.		
			Weights, folding bed; see Iron and Steel articles.		
			Well curbing -----	2	-----
			Whalebone -----	1	-----

W	Class.	Class if Re- leased.	W	Class.	Class if Re- leased.
Wheat, N. O. S.; same as Grain.			Wire—Continued.		
Wheat, cracked, viz.:			Iron or steel, woven, in rolls, O. R.		
In boxes, barrels, kegs or drums-----	6		of wet and rust, L. C. L.-----	2	
In sacks-----	5		Same, C. L.-----	4	
Wheelbarrows, viz.:			Mattress and bed spring, iron or		
Wood, S. U., L. C. L.-----	1½		steel, O. R. of wet and rust,		
Iron, S. U., L. C. L.-----	3		in coils, barrels or casks, re-		
Iron or wood, with legs or sides,			leased-----	6	
packed separately or in trays,			N. O. S.-----	1	
L. C. L.-----	3		Wire cable; see Cable.		
Iron or wood, K. D. flat, legs,			Wire cloth, in boxes, casks, crates		
wheels and handles detach-			or rolls, L. C. L.-----	2	
ed and fastened to barrows,			Same, C. L.-----	6	
L. C. L.-----	3		Wire fencing, not woven-----	5	
Iron or wood, C. L., minimum			Wire cork fasteners, in boxes or		
weight 20,000 pounds-----	6		barrels; see Fasteners.		
Iron or wood, K. D. flat, trays			Wire fence staples; see Iron and		
nested and strapped, racked			Steel articles.		
or boxed, L. C. L.-----	4		Wire, field, fencing, woven, in rolls;		
Iron or wood, K. D., trays nested			see Iron and Steel articles.		
and strapped, legs, wheels			Wire fencing, iron-----	5	
and handles packed sepa-			Wire fencing, combination of wood		
rately, L. C. L.-----	4		and iron-----	5	
Wheel flanges; see Iron and Steel			Wire mattresses; see Furniture.		
articles.			Wire rope see Rope.		
Wheels, viz.:			Wire screens; see Screens.		
Agricultural implements, iron; see			Wire springs; see Springs.		
Agricultural Implements.			Wire, steel stay guards for fence		
Car; see Iron and Steel articles.			wire; same as Wire, fence.		
Pulley; see Machinery and Ma-			Wirework, woven, table, toilet and		
chines.			household articles, boxed or		
Vehicle; see Vehicle Materials.			crated-----	D 1	1
Water; see Machinery and Ma-			Wirework, racks, stands, vases,		
chines.			signs and figures, boxed or		
Well; see Iron and Steel articles.			crated-----	3 T 1	D 1
Whetstones, sand, packed-----	3		Same, K. D. flat, boxed or crated-	D 1	1
Whetstones, sand, when shipped			Wire goods, N. O. S., boxed-----	1	
with grindstones, and together			Wood, viz.:		
therewith, making a full			Cedar, in shape for lead pencils,		
C. L.-----	6		packed, L. C. L.-----	3	
Whips-----	1	A	Same, C. L.-----	5	
Whiskey; see Liquors.			Dye; see Dyewood.		
White lead; see Lead, white.			Fire, C. L.-----	S	
Whiting, viz.:			Wood filler, liquid, in cans or pails,		
In boxes-----	3		securely covered and crated or		
In barrels-----	6		boxed or packed in barrels or		
N. O. S.-----	5		casks-----	4	5
Wicking; see Dry Goods.			Wooden blocks, butchers'; see		
Willow reeds; see Reeds.			Blocks.		
Willowware-----	D 1		Woodenware, N. O. S. (not willow-		
Willowware baskets; see Baskets.			ware)-----	1	3
Windlasses, iron; see Iron and Steel			Woodenware, when C. L. commodity		
articles.			rates are provided, minimum		
Windmills, K. D., in bundles or			weight 12,000 pounds.		
boxes-----	3		Wooden buckets, tubs, pails and		
Windmill towers, K. D., or materials			firkins, C. L., minimum weight		
for (described as such), cut to			12,000 pounds-----	5	
dimensions or fitted, L.			Wooden butter dishes or plates;		
C. L.-----		3	same as Plates, wooden.		
Same, C. L.-----		5	Wooden butter dishes, clothes pins		
Window casings; see Woodwork.			and wooden washboards, in		
Window shades and rollers-----	1		mixed C. L., minimum weight		
Window shade cloth and holland; see			12,000 pounds-----		5
Dry Goods.			Wooden paving blocks; see Blocks,		
Window sills, slate; see Slate.			paving, wooden.		
Wine; see Liquors, alcoholic.			Wooden packing drums; see Drums,		
Wines, high; see Liquors, alcoholic.			wooden, packing.		
Wire, viz.:			Wooden trays; same as Wooden		
Copper, L. C. L.-----	1		Dishes.		
Same, C. L.-----	3		Wooden well buckets, C. L., 12,000		
Insulated, L. C. L.-----	1		pounds minimum-----	5	
Same, C. L., in bundles or coils-			Wooden covers; see Covers.		
Iron or steel, in bundles or coils,			Wooden screws; see Screws.		
or on reels, L. C. L.-----	6		Wooden skewers, butchers'; see		
Same, C. L.-----	6		Skewers.		

W	Class.	Class if Re- leased.	Y	Class.	Class if Re- leased.
Woodwork, viz.:			Yarns; see Dry Goods.		
Balusters, wainscoting, stair			Yeast, in wood-----	3	-----
work, paneling, window cas-			Yeast cakes, in boxes-----	3	-----
ings, all of oak or other hard			Yeast powders; see Powders.		
woods, for inside finish of			Yokes-----	1	-----
houses, in bundles, crates or			Yellow metal, copper and zinc com-		
boxes, L. C. L.-----	2	4	bination, in sheets or plates,		
Same, C. L.-----	4	6	boxed or crated-----	2	-----
Cornice, wooden, for windows,			Z		
doors or inside finish, L. C. L.-	2	-----			
Same, C. L., minimum weight					
20,000 pounds-----	4	-----	Zinc, viz.:		
Cornice, wooden, for outside fin-			In casks-----	4	-----
ish; see Mouldings, wooden.			In sheets or rolls-----	4	-----
Wool, viz.:			In blocks or pigs, L. C. L.-----	5	-----
Mineral-----	3	5	Same, C. L.-----	6	-----
Washed, in bags, not pressed-----	2	-----	Zinc, chloride of, N. O. S., L.		
Unwashed, in bags, not pressed-----	4	-----	C. L.-----	4	-----
N. O. S., in bags, two or more se-			Same, C. L.-----	6	-----
curely corded together or			Zinc, chloride, dry-----		1
pressed in bales-----	3	-----	Zinc, chloride, in glass, jugs or car-		
Wool softener; see Softener.			boys, packed-----		1
Woolen goods; see Dry Goods.			Same, in barrels or kegs-----		4
Woolen goods mixed with cotton			Zinc and copper composition; see		
goods; see Dry Goods.			Yellow Metal.		
Wrenches; see Iron and Steel articles.			Zinc cornices; see Cornices.		
Wringers, clothes, not packed-----	D 1	-----	Zinc dust, in casks or barrels-----	6	-----
Same, packed-----	2	-----	Zinc ore; see Ore.		
			Zinc, oxide-----	5	-----
			Zinc paints; see Paints.		
			Zincs, battery, in boxes or barrels,		
			L. C. L.-----	3	-----
			Same, C. L.-----	6	-----
Y					
Yachts, steam; see Boats.					

## Tariff, Classification and Rate Tables for Southern Express Company.

### LOCAL RATES—MILEAGE SCALE.

Mileage.		Express Rates Per 100 Pounds.			
Over Miles.	And Not Over Miles.	Merchandise.	Class B.	Class C.	Class D.
1	25	\$0.30	\$0.30	\$0.30	\$0.30
25	70	.50	.45	.45	.40
70	149	.75	.65	.60	.50
149	159	.80	.75	.70	.60
159	170	.90	.75	.70	.60
170	190	1.00	.80	.75	.60
190	209	1.10	1.00	.90	.70
209	238	1.25	1.00	.90	.70
238	266	1.40	1.25	1.15	.90
266	285	1.50	1.25	1.15	.90
285	333	1.75	1.50	1.25	1.00
333	380	2.00	1.50	1.25	1.15
380	427	2.25	1.75	1.50	1.25
427	-----	2.50	2.00	1.75	1.40

Packages not exceeding five pounds in weight, or \$5 in value, between any two points in North Carolina on any railroad or system of railroads, will be carried for 25 cents.

### EXPRESS JOINT TARIFF.

On all shipments originating and terminating in this State which shall pass over the whole or portions of two or more roads not under the same control, the maximum rates charged shall not be greater than the sum of the local rates on such freight, less ten (10) per cent. for the distance hauled over each road.

### EXPRESS RATE ON ICE.

When the Distance is—	The Rate on Ice will be—
From 1 to 50 miles -----	Twenty-five cents per 100 lbs.
From 50 to 100 miles -----	Thirty cents per 100 lbs.
From 101 to 150 miles -----	Forty cents per 100 lbs.
From 151 to 200 miles -----	Forty-five cents per 100 lbs.
From 201 to 250 miles -----	Fifty cents per 100 lbs.



GRADUATED RATES FOR PACKAGES WEIGHING LESS THAN ONE HUNDRED POUNDS—Continued.

Class	A	B	C	D	E	F	G	H	I	J	K	L	M	N
	\$0.40	\$0.50	\$0.60	\$0.75	\$1.00	\$1.25	\$1.50	\$1.75	\$2.00	\$2.50	\$3.00	\$3.50	\$4.00	\$4.50
Over 80 lbs., not over—	85	.40	85	.60	85	.75	85	1.00	85	1.25	85	1.50	85	1.75
Over 85 lbs., not over—	90	.40	90	.50	90	.60	90	.75	90	1.00	90	1.25	90	1.50
Over 90 lbs., not over—	95	.40	95	.50	95	.60	95	.75	95	1.00	95	1.25	95	1.50
Over 95 lbs., not over—	100	.40	100	.50	100	.60	100	.75	100	1.00	100	1.25	100	1.50

When the rate per 100 pounds is \$2.00 or more, charge pound rates for 50 pounds or over; but the charge on a package less than 50 pounds in weight must not be greater than the charge for 50 pounds. If less than \$2.00 per 100 pounds charge graduated rates.

GRADUATED RATES FOR PACKAGES WEIGHING LESS THAN ONE HUNDRED POUNDS—Continued.

Class <sup>Rate</sup>	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC
	\$5.00	\$6.00	\$7.00	\$8.00	\$9.00	\$10.00	\$11.00	\$12.00	\$13.00	\$14.00	\$15.00	\$16.00	\$17.00	\$18.00	\$20.00
Packages not over-----	1 \$0.25	1 \$0.25	1 \$0.25	1 \$0.25	1 \$0.25	1 \$0.25	1 \$0.25	1 \$0.25	1 \$0.30	1 \$0.30	1 \$0.35	1 \$0.35	1 \$0.35	1 \$0.35	1 \$0.40
Over 1 lb., not over----	2 .30	2 .30	2 .30	2 .30	2 .30	2 .30	2 .30	2 .30	2 .35	2 .35	2 .40	2 .40	2 .45	2 .45	2 .50
Over 2 lbs., not over----	3 .45	3 .45	3 .45	3 .45	3 .45	3 .45	3 .45	3 .45	3 .45	3 .45	3 .50	3 .50	3 .55	3 .60	3 .60
Over 3 lbs., not over----	4 .60	4 .60	4 .60	4 .60	4 .60	4 .60	4 .60	4 .60	4 .60	4 .60	4 .65	4 .65	4 .75	4 .75	4 .80
Over 4 lbs., not over----	5 .70	5 .75	5 .75	5 .75	5 .75	5 .75	5 .75	5 .75	5 .80	5 .80	5 .85	5 .85	5 .90	5 .95	1.00
Over 5 lbs., not over----	7 .95	7 .90	7 1.00	7 1.00	7 1.00	7 1.00	7 1.00	7 1.00	7 1.00	7 1.10	7 1.15	7 1.15	7 1.25	7 1.40	7 1.50
Over 7 lbs., not over----	10 1.10	10 1.15	10 1.20	10 1.25	10 1.35	10 1.50	10 1.50	10 1.50	10 1.50	10 1.50	10 1.65	10 1.65	10 1.75	10 1.80	10 2.00
Over 10 lbs., not over----	15 1.15	15 1.35	15 1.50	15 1.60	15 1.75	15 2.00	15 2.00	15 2.15	15 2.15	15 2.15	15 2.35	15 2.50	15 2.60	15 2.75	15 3.00
Over 15 lbs., not over----	20 1.30	20 1.65	20 1.75	20 2.00	20 2.20	20 2.50	20 2.50	20 2.75	20 2.75	20 2.85	20 3.00	20 3.20	20 3.40	20 3.60	20 4.00
Over 20 lbs., not over----	25 1.50	25 1.85	25 2.00	25 2.25	25 2.50	25 3.00	25 3.25	25 3.50	25 3.50	25 3.50	25 3.75	25 4.00	25 4.25	25 4.50	25 5.00
Over 25 lbs., not over----	30 1.75	30 2.10	30 2.50	30 2.75	30 3.00	30 3.25	30 3.75	30 4.00	30 4.00	30 4.20	30 4.50	30 4.80	30 5.10	30 5.40	30 6.00
Over 30 lbs., not over----	35 2.00	35 2.50	35 2.75	35 3.25	35 3.50	35 3.75	35 4.25	35 4.75	35 4.75	35 4.90	35 5.25	35 5.60	35 5.95	35 6.30	35 7.00
Over 35 lbs., not over----	40 2.25	40 2.75	40 3.25	40 3.50	40 4.00	40 4.25	40 4.75	40 5.25	40 5.25	40 5.60	40 6.00	40 6.40	40 6.80	40 7.20	40 8.00
Over 40 lbs., not over----	45 2.50	45 3.00	45 3.50	45 4.00	45 4.50	45 4.75	45 5.25	45 5.75	45 5.85	45 6.30	45 6.75	45 7.20	45 7.65	45 8.10	45 9.00
Over 45 lbs., not over----	50 2.50	50 3.00	50 3.50	50 4.00	50 4.50	50 5.00	50 5.50	50 6.00	50 6.50	50 7.00	50 7.50	50 8.00	50 8.50	50 9.00	50 10.00

## EXPRESS CLASSIFICATION.

SECTION "A."—ADVERTISING MATTER, consisting of Printed, Engraved or Photographed Advertisements, on paper or cardboard (not under glass), and Almanacs, Signs and Cards, without glass, in frames or racks, may be charged for at the merchandise rate per 100 pounds for actual weight.

\* SECTION "B."—The following matter may be charged for at the merchandise rate per 100 pounds for actual weight, charges to be prepaid or guaranteed:

Auxiliary Newspapers, Patent Insides and other appliances used in place thereof, including reading-matter plates, minimum 25 cents.

Packages of Clothing shipped to or by laundries, minimum 30 cents.

Catalogues or Prices Current, with prices extended, to and from dealers and their traveling salesmen, value limited to \$10, minimum 30 cents.

† SECTION "D."—RATES ON PRINTED MATTER AND SEEDS AND BULBS, PREPAID, FOR MANUFACTURERS, PUBLISHERS AND DEALERS.

The following articles may be carried at 10 cents for each 1½ pounds or less, and for single packages exceeding 1½ pounds one cent for each additional two ounces or fraction thereof, unless the graduated rate is less. If the through rate exceeds \$8.50 per 100 pounds, no package weighing over four pounds, except single books, will be carried at these rates:

Almanacs.	Engravings.	Periodicals.
Blanks, printed (bound or in sheets).	Envelopes (address printed).	Photographs (not framed).
Blotters and Blotting Pads.	Hand-bills.	Plants.
Books, printed (bound or unbound).	Heliotype work.	Posters.
Bulbs.*	Insurance policies (blank).	Prospectuses.
Calendars.	Labels.	Proof sheets.
Cards, printed.	Lithographic views of cities (mounted on cloth, with rollers).	Publications.
Catalogues.	Lithographs.	Roots.
Circulars.	Magazines.	Scions.
Chromos.	Maps.	Seeds. †
Chromo-Lithographs.	Pamphlets.	Sheet music.
Cuttings.	Paper for cash registers (printed on rolls or sheets).	Show cards (unmounted).
		Stereoscopic views.

Any of the above-mentioned articles which represent advertising may be taken under Section A when it gives a lower rate.

The following-named articles are not included, and, whether enclosed with the above-named matter, or separately, will subject the shipment to merchandise tariff. Blank Books, Blank Cards, Cardboards, Blank Envelopes, Flexible or Paper Patterns, Letter Paper, Ornamental Paper, and Samples of Merchandise, including grain, cloth, medicine and sample cards.

Printed matter rates apply solely to articles enumerated, and only when shipped by manufacturers, publishers or dealers. The value of each package must be limited to ten dollars, be prepaid, and have the nature of the contents written, stamped or printed thereon, and be so packed that the description may be readily verified by examination.

‡ SECTION "E."—Packages of Merchandise (not including jewelry), Grocers' Samples, and Electrotypes and Stereotype Plates for advertising cuts, value not exceeding ten dollars, may be forwarded at a rate of 1 cent per ounce; no charge for less than 15 cents per package, charges prepaid.

\* When graduated or other rates quoted are less than these, they should be applied. When shipments are ordered returned, these rates apply.

† Packages of Bulbs or Seeds exceeding 40 ounces in weight, 4 cents per package less than rate of ½ cent per ounce, unless regular graduate is less.

‡ When graduated or other rates quoted are less than these, they should be applied. When shipments are ordered returned, these rates apply.

## EXCEPTION SHEET.

## AGRICULTURAL IMPLEMENTS.

Classification Card quotes two classes of Agricultural Implements. Bulky implements will be subject to double merchandise rates. Others will be charged merchandise rates.

The following are bulky:

Cleaners, Cotton-seed.	Manure Spreaders, set up.
Cradles, Grain, set up.	Mills, Fan.
Cultivators, set up.	Mill, Sugar, with trains.
Cutters, Ensilage, Straw and Hay, set up.	Mowing and Reaping Machines, Binders and Harvesters, whether combined or separate, set up.
Distributors, Guano, set up.	Planters, Corn and Cotton, set up.
Drills, Grain, set up.	Plows, Gang or Sulky.
Dusters, Bran, set up.	Presses, Hay or Cotton, set up.
Evaporators, Fruit.	Purifiers, Middlings.
Evaporators, Sugar.	Rakes, Horse, set up.
Fans, Wheat.	Wheelbarrows, Railroad, common carriers' convenience.
Horsepowers, Railroad or Endless Chain.	Wheelbarrows, Wood, set up.
Hullers, Cotton-seed or Clover.	
Incubators, K. D., packed.	

Such of these articles as can be carried by express will be taken at double merchandise rates. Others will be carried at merchandise rates.

## CLASSIFICATION OF PERISHABLES, ETC., CARRIED AT LESS THAN MERCHANDISE RATES.

For the purpose of promoting local traffic between points on the lines of this company, and developing the production of the commodities herein quoted at the same, agents are authorized to use rates to be found by using the following scale:

This scale or these rates are not authorized to be used on any business transferred to other express companies, nor on any business received from them.

Rates on this class of business to and from points reached by other express companies are known as "Through Rates," and will be furnished upon application to the General Auditor when necessary.

Following classification is made:

**CLASS A.**—To consist of merchandise.

**CLASS B.**—To consist of the following:

Asparagus.	Celery.	Honey (in the comb).
Dressed Poultry.	Coarse Furs.	Trees and Shrubs (for planting).
Berries.	Eggs.	Oysters (except in shell).
Butter.	Fish.	
Cherries.	Game.	

**CLASS C.**—To consist of the following:

Beans.	Peaches.	Strained Honey.
Green Hides.	Peas.	Turtles (in barrels).
Ice Cream.	Plums.	Lettuce (gross weight).

**CLASS D.**—To consist of the following :

Ale.	Cantaloupes (in crates or barrels).	Potatoes.
Apples.	Cucumbers.	Pears.
Bananas.	Egg Plant.	Parsnips.
Beer.	Grapes.	Pop.
Beets.	Greens.	Radishes.
Cheese.	Green Corn.	Salt and Dry Fish.
Crackers.	Lemons.	Sausage.
Chestnuts.	Mineral and Spring Waters.	Squashes (in crates).
Cabbage.	Oranges.	Sugar Cane.
Carrots.	Oysters (in shell).	Soda Water.
Cocoanuts.	Okra.	Tomatoes.
Cider.	Pineapples.	Turnips.
Compressed Yeast.	Pomegranates.	

**FRESH MEATS.**—See Mileage Scale.

## THE FOLLOWING SCALE OF CHARGES WILL APPLY AS HEREINBEFORE INSTRUCTED :

When the Rate on Merchandise is	Charge as Follows on Other Classes.			When the Rate on Merchandise is	Charge as Follows on Other Classes.		
	Class B.	Class C.	Class D.		Class B.	Class C.	Class D.
\$0.40-----	\$0.40	\$0.40	\$0.40	\$3.25-----	\$2.25	\$2.00	\$1.75
.50-----	.45	.45	.40	3.50-----	2.50	2.25	2.00
.60-----	.50	.50	.40	3.75-----	2.50	2.25	2.00
.75-----	.65	.60	.50	4.00-----	2.75	2.50	2.25
.90-----	.75	.70	.60	4.25-----	3.00	2.75	2.50
1.00-----	.80	.75	.60	4.50-----	3.00	2.75	2.50
1.25-----	1.00	.90	.70	4.75-----	3.00	2.75	2.50
1.50-----	1.25	1.15	.90	5.00-----	3.25	3.00	2.75
1.75-----	1.50	1.25	1.00	5.25-----	3.25	3.00	2.75
2.00-----	1.50	1.25	1.15	5.50-----	3.50	3.25	3.00
2.25-----	1.75	1.50	1.25	5.75-----	3.75	3.50	3.25
2.50-----	2.00	1.75	1.40	6.00-----	4.00	3.75	3.50
2.75-----	2.00	1.75	1.50	6.50-----	4.00	3.75	3.50
3.00-----	2.25	2.00	1.75				

Fresh fish requiring ice for preservation in transit may be carried between all points at net weight, with 25 per cent. added when ice is used.

# RATES ON FISH FROM MOREHEAD CITY AND NEW BERN.

RATE PER 100-POUND BOX. HALF-BOXES CHARGED GRADUATE RATES.

To	Rate.	To	Rate.	To	Rate.	To	Rate.	To	Rate.
Aberdeen-----	\$ 1.80	Currie-----	\$ 1.50	Hobgood-----	\$ 1.25	Mount Holly-----	\$ 1.85	Saluda-----	\$ 2.00
Addie-----	2.10	Dabney-----	1.50	Hoffman-----	1.80	Mount Olive-----	1.15	Sanford-----	1.65
Advance-----	1.90	Dallas-----	1.75	Hominy-----	2.00	Mount Tabor-----	1.50	Scotland Neck-----	1.15
Ahoskie-----	1.25	Dalton-----	1.80	Hope Mills-----	1.55	Murphy-----	2.10	Seaboard-----	1.25
Albamarle-----	1.65	Davidson College-----	1.65	Hot Springs-----	1.90	Nantahala-----	2.10	Selma-----	.70
Alexander-----	1.90	Dillsboro-----	2.10	House-----	1.25	Nashville-----	1.15	Shandon-----	1.70
Almond-----	2.10	Donnoha-----	1.65	Hub-----	1.60	Neals-----	1.25	Shelby-----	2.00
Andrews-----	2.10	Dudley-----	1.15	Huntersville-----	1.65	Neuse-----	1.60	Shepherds-----	1.75
Apex-----	1.65	Dunn-----	1.25	Iredell-----	1.75	Newells-----	1.65	Siler City-----	1.75
Ararat-----	1.80	Durham-----	1.35	Iron-----	1.90	New Hill-----	1.65	Siloam-----	1.65
Arden-----	2.00	Earls-----	2.00	Ivanhoe-----	1.50	New London-----	1.65	Sloan-----	1.75
Ashboro-----	1.60	Elkin-----	1.65	Jamestown-----	1.50	Newton-----	1.65	Smithfield-----	1.25
Ashville-----	1.85	Ellenboro-----	2.00	Jamesville-----	1.15	Norwood-----	1.65	Sophia-----	1.60
Atkinson-----	1.50	Elm City-----	1.15	Jerome-----	1.15	Odessa-----	1.50	Southern Pines-----	1.80
Aulander-----	1.25	Elmwood-----	1.65	Jonesboro-----	1.75	Old Fort-----	1.85	Spout Springs-----	1.75
Autryville-----	1.50	Elon College-----	1.50	Julian-----	1.75	Ore Hill-----	1.75	Spring Hope-----	1.15
Ayden-----	1.15	Elrod-----	1.35	Kelford-----	1.25	Osborne-----	1.80	Staley-----	1.75
Barnard-----	1.90	Enfield-----	1.15	Kenly-----	1.15	Osgood-----	1.65	Stanley Creek-----	1.90
Battleboro-----	1.15	Everett-----	1.15	Kernersville-----	1.55	Oxford-----	1.45	Statesville-----	1.65
Belew's Creek-----	1.80	Fair Bluff-----	1.35	Kerr-----	1.50	Palmyra-----	1.25	Stedman-----	1.50
Belmont-----	1.65	Faisons-----	1.15	Keyser-----	1.80	Parkersburg-----	1.50	Stems-----	1.45
Benson-----	1.25	Fayetteville-----	1.30	Kings-----	1.80	Parkton-----	1.35	Stokesdale-----	1.80

RATES ON FISH FROM MOREHEAD CITY AND NEW BERN—Continued.

To	Rate.	To	Rate.	To	Rate.	To	Rate.	To	Rate.
Bessemer City	\$ 1.65	Flat Rock	\$ 2.00	Kings Mountain	\$ 1.65	Parmalee	\$ 1.25	Stoneville	\$ 1.85
Bethania	1.65	Fletcher	2.00	Kinston	.70	Pates	1.75	Stovalls	1.45
Bethel	1.15	Forest City	2.00	Kittrell	1.60	Patterson Springs	2.00	Summerfield	1.80
Biltmore	1.85	Forestville	1.60	LaGrange	.70	Paw Creek	1.85	Swannanoa	1.85
Black Creek	1.10	Four Oaks	1.25	Lake Waccamaw	1.35	Peachland	1.80	Swann's	1.75
Black Mountain	1.85	Franklinville	1.85	Latimore	2.00	Pelham	1.60	Sylva	2.10
Bladenboro	1.50	Franklinton	1.60	Laurel Hill	1.80	Pembroke	1.35	Tarboro	1.15
Bogue	1.35	Fremont	1.10	Laurinburg	1.80	Pikeville	1.10	Taylorsville	1.75
Bostic	2.00	Garland	1.50	Lemon Springs	1.80	Pilot Mountain	1.80	Thermal City	2.00
Bridgewater	1.70	Garner	1.15	Lenoir	1.65	Pine Bluff	1.80	Thomasville	1.60
Brinkley	1.35	Gary's	1.25	Lewiston	1.80	Pine Hall	1.85	Tillery	1.25
Brown's Summit	1.60	Gaston	1.60	Lexington	1.60	Pine Level	1.10	Tonahawk	1.50
Bryson City	2.10	Gastonia	1.65	Liberty	1.75	Pineville	1.65	Trinity	1.60
Buies	1.35	Gates	1.25	Lilesville	1.80	Pinnacle	1.80	Troutman	1.75
Bullock's	1.45	Germannton	1.80	Lincolnton	2.00	Pittsboro	1.65	Tryon	1.90
Burgaw	1.15	Gibson	1.80	Linwood	1.60	Pleasant Ridge	1.65	Tunis	1.25
Burlington	1.45	Gibsonville	1.50	Littleton	1.60	Plotts	1.65	Turkey	1.15
Bushnell	2.10	Glen Alpine	1.70	Louisburg	1.60	Plymouth	1.15	Union Mills	2.00
Caroleen	2.00	Glenwood	2.00	Lowell	1.65	Polkton	1.80	University	1.40
Cameron	1.80	Godwin	1.30	Lucama	1.15	Porters	1.65	Vaughan	1.60
Canton	2.00	Gold Hill	1.65	Lumber Bridge	1.70	Price	1.85	Waco	2.00
Cary	1.25	Goldsboro	.70	Lumberton	1.75	Princeton	1.10	Wade	1.30
Carthage	1.75	Goldston	1.75	Lyons	1.45	Raleigh	1.15	Wadesboro	1.60

Castle Hayne	1.15	Goose Nest	1.25	Macfarland	1.60	Ramseur	1.80	Wake (Wake Forest P. O.)	1.60
Catawba	1.65	Graham	1.45	Macon	1.60	Randleman	1.60	Walkertown	1.85
Cedar Falls	1.85	Granite Falls	1.65	Madison	1.85	Red Springs	1.70	Wallace	1.15
Chadbourne	1.25	Greensboro	1.40	Magnolia	1.15	Reidsville	1.60	Walnut Cove	1.80
Chapel Hill	1.40	Greenville	1.15	Maiden	1.65	Rennett	1.35	Warren Plains	1.60
Charlotte	1.65	Greystone	1.60	Manchester	1.75	Richfield	1.65	Warsaw	1.15
Cherryville	2.00	Grifton	1.15	Manly	1.80	Richmond	1.75	Washington	1.25
China Grove	1.65	Grover	1.65	Margarettsville	1.25	Rich Square	1.75	Waxhaw	1.85
Claremont	1.65	Guilford College	1.55	Marion	1.70	Ridgeway	1.60	Waynesville	2.00
Clarkton	1.50	Gulf	1.75	Marshall	1.90	Roaring River	1.65	Weldon	1.15
Clayton	1.15	Gumberry	1.25	Marshville	1.80	Robersonville	1.15	Wharton	1.15
Clemmonsville	1.60	Halifax	1.15	Matthews	1.80	Rockford	1.65	Whitakers	1.15
Cleveland	1.65	Hamlet	1.80	Maxton	1.70	Rockingham	1.80	Whiteville	1.35
Climax	1.75	Hardins	1.65	Mebane	1.45	Rockwell	1.65	Whittier	2.10
Clinton	1.15	Harrisburg	1.65	Middleburg	1.60	Rocky Mount	1.15	Wilkesboro	1.65
Clyde	2.00	Hasty	1.70	Millboro	1.85	Rocky Point	1.15	Williamston	1.15
Concord	1.65	Haw River	1.45	Milton	1.75	Ronda	1.65	Wilmington	1.15
Coneto	1.15	Helena	1.65	Mocksville	1.60	Roseboro	1.50	Wilson	1.10
Connelly's Springs	1.65	Henderson	1.50	Montague	1.50	Rose Hill	1.15	Wilson's Mill	1.15
Conover	1.65	Hendersonville	2.00	Moncure	1.65	Rougemont	1.65	Winston-Salem	1.60
Councils	1.50	Hester	1.60	Monroe	1.80	Rowland	1.35	Youngsville	1.60
Creedmore	1.60	Hewitt	2.10	Mooresville	1.75	Roxboro	1.65	Zirconia	2.00
Croft	1.65	Hickory	1.65	Morganton	1.65	Ruffin	1.60		
Cronly	1.50	Hiddenite	1.75	Morrisville	1.35	Rural Hall	1.65		
Crouse	2.00	High Point	1.55	Morven	1.60	Rutherfordton	2.00		
Cummock	1.75	Hillsboro	1.40	Mount Airy	1.80	Salisbury	1.60		

FISH RATE FROM WASHINGTON, N. C.  
RATE PER 100-POUND BOX. HALF-BOXES CHARGED GRADUATED RATES.

To	Rate.	To	Rate.	To	Rate.	To	Rate.	To	Rate.	To	Rate.
Aberdeen-----	\$ 1.50	Currie-----	\$ 1.25	Hobgood-----	\$ 0.50	Mount Holly-----	\$ 1.75	Sanford-----	\$ 1.25		
Addie-----	2.10	Dabney-----	1.25	Hoffman-----	1.50	Mount Olive-----	1.00	Scotland Neck-----	.65		
Advance-----	1.50	Dallas-----	1.75	Hominy-----	2.00	Mount Tabor-----	1.40	Seaboard-----	.90		
Ahokie-----	.50	Dalton-----	1.75	Hope Mills-----	1.00	Murphy-----	2.10	Selma-----	.90		
Albemarle-----	1.65	Davidson College-----	1.65	Hot Springs-----	1.90	Nantahala-----	2.10	Shandon-----	1.25		
Alexander-----	1.90	Dillsboro-----	2.10	House-----	.50	Nashville-----	.70	Shelby-----	2.00		
Almond-----	2.10	Donnoha-----	1.65	Hub-----	1.40	Neals-----	.50	Shepherds-----	1.75		
Andrews-----	2.10	Dudley-----	1.00	Huntersville-----	1.65	Neuse-----	1.00	Siler City-----	1.50		
Apex-----	1.25	Dunn-----	1.00	Iredell-----	1.75	Newells-----	1.50	Siloam-----	1.65		
Ararat-----	1.75	Durham-----	1.25	Iron-----	1.75	New Hill-----	1.25	Sloan-----	1.75		
Arden-----	.50	Earls-----	2.00	Ivanhoe-----	1.25	New London-----	1.65	Smithfield-----	.90		
Ashboro-----	1.50	Elkin-----	1.65	Jamestown-----	1.50	Newton-----	1.65	Sophia-----	1.50		
Ashville-----	1.85	Ellenboro-----	2.00	Jamesville-----	.50	Norwood-----	1.65	Southern Pines-----	1.50		
Atkinson-----	1.25	Elm City-----	.70	Jerome-----	.90	Odessa-----	1.25	Spout Springs-----	1.25		
Aulander-----	.50	Elmwood-----	1.60	Jonesboro-----	1.25	Old Fort-----	1.85	Springhope-----	.75		
Autryville-----	1.25	Elon College-----	1.50	Julian-----	1.50	Ore Hill-----	1.50	Staley-----	1.50		
Ayden-----	2.00	Elrod-----	1.10	Kelford-----	1.00	Osborn-----	1.50	Stanly Creek-----	1.75		
Barnard-----	1.90	Enfield-----	.75	Kenly-----	.90	Osgood-----	1.25	Statesville-----	1.60		
Battleboro-----	.70	Everett-----	.50	Kernersville-----	1.50	Oxford-----	1.25	Stedman-----	1.25		
Belew's Creek-----	1.75	Fair Bluff-----	1.25	Kerr-----	1.25	Palmyra-----	.50	Stems-----	1.25		
Belmont-----	1.65	Faisons-----	1.00	Keyser-----	1.50	Parkersburg-----	1.25	Stokesdale-----	1.75		

Benson	1.00	Fayetteville	1.00	Kings	1.75	Parkton	1.10	Stoneville	1.50
Bessemer City	1.50	Flat Rock	2.00	Kings Mountain	1.50	Pates	1.50	Stovall	1.25
Bethania	1.65	Fletcher	2.00	Kinston	.60	Patterson Springs	2.00	Summerfield	1.75
Bethel	.50	Forest City	2.00	Kittrell	1.00	Paw Creek	1.75	Swannanoa	1.86
Biltmore	1.85	Forestville	1.00	LaGrange	1.00	Peachland	1.75	Swann's	1.25
Black Creek	.75	Four Oaks	1.00	Lake Waccamaw	1.25	Pelham	1.60	Sylvia	2.10
Black Mountain	1.85	Franklinsville	1.65	Lattimore	2.00	Pembroke	1.50	Tarboro	.50
Bladenboro	1.60	Franklinton	1.00	Laurel Hill	1.50	Pikeville	.75	Taylorsville	1.75
Bogue	1.25	Fremont	.75	Laurinburg	1.50	Pilot Mountain	1.75	Thermal City	2.00
Bostic	2.00	Garland	1.25	Lemon Springs	1.50	Pine Bluff	1.50	Thomasville	1.50
Bridgewater	1.70	Garner	1.00	Lenoir	1.65	Pine Hall	1.50	Tillery	.65
Brinkley	1.10	Gary's	.90	Lewiston	1.25	Pine Level	.90	Tomahawk	1.25
Brown's Summit	1.60	Gaston	1.00	Lexington	1.50	Pineville	1.65	Trinity	1.50
Bryson City	2.10	Gastonia	1.65	Liberty	1.50	Pinnacle	1.75	Troutman	1.75
Buies	1.10	Gates	.65	Lilesville	1.60	Pittsboro	1.50	Tryon	1.90
Bullock	1.25	Germanton	1.75	Lincolnton	1.75	Pleasant Ridge	1.65	Tunis	.50
Burgaw	1.10	Gibson	1.50	Linwood	1.60	Plotts	1.65	Turkey	1.00
Burlington	1.45	Gibsonville	1.50	Littleton	1.00	Plymouth	.50	Union Mills	2.00
Bushnell	2.10	Glen Alpine	1.70	Louisburg	1.50	Polkton	1.75	University	1.50
Caroleen	2.00	Glenwood	2.00	Lowell	1.65	Porters	1.65	Vaughan	1.00
Cameron	1.50	Godwin	1.00	Lucama	.90	Price	1.50	Waco	2.00
Canton	1.00	Gold Hill	1.65	Lumber Bridge	1.25	Princeton	.90	Wade	1.00
Cary	1.00	Goldboro	.75	Lumberton	1.60	Raleigh	1.00	Wadesboro	1.60
Carthage	1.75	Goldston	1.50	Lyons	1.25	Ramseur	1.65	Wake (Wake Forest P. O.)	1.00
Castle Hayne	1.10	Goose Nest	.50	Macfarland	1.00	Randleman	1.50	Walkertown	1.50
Catawba	1.65	Graham	1.45	Macon	1.00	Red Springs	1.25	Wallace	1.10
Cedar Falls	1.65	Granite Falls	1.65	Madison	1.50	Reidsville	1.60	Walnut Cove	1.75

## FISH RATES FROM WASHINGTON, N. C.—Continued.

To	Rate.	To	Rate.	To	Rate.	To	Rate.	To	Rate.
Chadbourn	\$ 1.25	Greensboro	\$ 1.60	Magnolia	\$ 1.00	Rennet	\$ 1.10	Warren Plains	\$ 1.00
Chapel Hill	1.40	Greenville	.50	Maiden	1.65	Richfield	1.65	Warsaw	1.00
Charlotte	1.10	Greystone	1.00	Manchester	1.25	Richmond	1.50	Waxhaw	1.75
Cherryville	2.00	Grifton	.70	Manly	1.50	Rich Square	1.25	Waynesville	2.00
China Grove	1.65	Grover	1.50	Margarettsville	.90	Ridgeway	1.00	Weldon	.75
Claremont	1.65	Guilford College	1.50	Marion	1.70	Roaring River	1.65	Whitakers	.70
Clarkton	1.60	Gulf	1.50	Marshall	1.90	Robersonville	.50	Whiteville	.25
Clayton	1.15	Gumberry	1.00	Marshville	1.75	Rockford	1.65	Whittier	2.10
Clemmons	1.50	Halifax	.90	Matthews	1.75	Rockingham	1.50	Wilkesboro	1.65
Cleveland	1.60	Hamlet	1.50	Maxton	1.50	Rockwell	1.65	Williamston	.50
Climax	1.50	Hardins	1.65	Mebane	1.15	Rocky Mount	.60	Wilmington	1.10
Clinton	1.00	Harrisburg	1.50	Middleburg	1.00	Rocky Point	1.10	Wilson	.75
Clyde	2.00	Hasty	1.50	Millboro	1.65	Ronda	1.65	Wilson's Mills	1.15
Concord	1.65	Haw River	1.45	Milton	1.50	Roseboro	1.25	Winston-Salem	1.50
Conetoe	.50	Helena	1.65	Mocksville	1.50	Rose Hill	1.10	Youngsville	1.00
Connelly's Springs	1.65	Henderson	1.00	Montague	1.25	Rougemont	1.65	Zirconia	2.00
Conover	1.65	Hendersonville	1.00	Moncure	1.25	Rowland	1.10		
Councils	1.60	Hester	1.25	Monroe	1.75	Roxboro	1.65		
Creedmoor	1.25	Hewitt	2.10	Mooresville	1.75	Ruffin	1.60		
Croft	1.65	Hickory	1.65	Morganton	1.65	Rural Hall	1.65		
Cronly	1.60	Hiddenite	1.75	Morrisville	1.25	Rutherfordton	2.00		
Crouse	2.00	High Point	1.50	Morven	1.60	Salisbury	1.60		
Cummock	1.50	Hillsboro	1.25	Mount Airy	1.75	Saluda	2.00		

# Express Freight Classification.

## RULES.

1. Graduated rates apply to matter weighing less than 100 pounds when the rate is under \$2.00 (I) per 100 pounds and to matter weighing less than 50 pounds when the rate is \$2.00 (I) or more per 100 pounds. **EXAMPLE:**—Between points where the rate per 100 pounds is \$1.75 (H) a box weighing 73 pounds must be charged for at the graduated rate under \$1.75 (H), which makes the proper charges on "over 70 to 75 pounds" \$1.50.

Packages exceeding 7 pounds carried by more than one company, graduated for each company unless otherwise instructed.

2. When the rate between any two points is not given in the graduated rates, use the next higher rate for making price, but do not charge more than for 100 pounds at the actual rate. **EXAMPLE:**—The correct charge for 75 pounds at 80 cents per 100 pounds would be 80 cents, and not \$1.00 according to the graduate on 75 pounds at \$1.00. If the rate exceeds \$2.00 (CC) per 100 pounds, charge pound rates, but never less than \$2.00 (CC) graduated rate for same weight.

3. When the rate per 100 pounds is \$2.00 (I) or more, charge pound rates for 50 pounds or over; but the charge for less than 50 pounds in weight must not be greater than the charge for 50 pounds. If less than \$2.00 (I) per 100 pounds, charge graduated rates.

Two or more packages weighing each 20 pounds or over forwarded by one shipper at the same time to one consignee may be charged for on the aggregate weight as above.

Packages weighing less than 20 pounds each, shipped as in the foregoing section, may be aggregated, provided they are estimated and charged for as weighing 20 pounds each. Actual weight only must be entered on the way-bill.

If articles of different classes are aggregated, the charge must be made at the rate applying to the highest class.

To properly carry out the above provisions in regard to aggregating the weights and charges on two or more packages sent by one shipper to one consignee, receiving clerks and wagon men are hereby instructed that in all cases when two or more articles are shipped at the same time to one address, to mark distinctly on each and every article the number received for and the hour of the day, thus: 3 packages 11 a. m., 2 packages 4 p. m.

All matter must be charged for at actual gross weight at the time of shipment, unless otherwise specially provided for. Estimated weights on shipments usually made with ice are only to be applied when ice is used. When no ice is used gross weights must be charged.

4. **EXTRA RATE CHARGES.**—On matter subject to extra rate, as one and one-half or double rate, find graduated rate according to tariff, and then add one-half, or double it, as required. **EXAMPLE:**—If a package weighs 25 pounds rated at double rate, and the rate to destination is \$1.00 (E) per 100 pounds, the charge for 20 to 25 pounds is 50 cents; double this, \$1.00 is the proper amount.

5. **VALUATION CHARGES.**—When the value of any merchandise shipment (C. O. D. or otherwise) exceeds \$5.00, the following additional charge must be made on value: (Charge for value whether insured or not).

When merchandise rate is \$1.00 or less per 100 pounds, 5 cents for each \$100 value or fraction thereof.

When merchandise rate exceeds \$1.00 and not more than \$3.00 per 100 pounds, 10 cents for each \$100 value or fraction thereof.

When merchandise rate exceeds \$3.00 and not more than \$8.00 per 100 pounds, 15 cents for each \$100 value or fraction thereof.

When merchandise rate exceeds \$8.00 per 100 pounds, 20 cents for each \$100 value or fraction thereof.

These rates must not be applied to shipments of money or bonds, being intended to apply only to packages or shipments of merchandise, jewelry and valuable papers.

The charges for valuation above given are to be made on the through rate whether carried by one or more companies, and in the latter case are to be divided between the companies carrying on the same basis as said companies divide the transportation charges, except as noted below.

7. **C. O. D. MATTER.**—The letters "C. O. D." and amount to be collected must be plainly marked upon each article, with which a bill is sent to be collected on delivery, and a similar entry made upon the way-bill. If shipper requires collection of charges for return of money, the C. O. D. envelope and package must be plainly marked "C. O. D. \$----- and return charges" and so way-billed.

Allow examination of C. O. D. matter only upon written authority of shipper endorsed by agent at shipping point. When such authority is endorsed on the transfer envelope, it shall also be accepted. Such endorsement not to be made until shippers sign an agreement releasing the company from all loss incident to such examination.

All orders to deliver C. O. D. goods without collecting C. O. D. must have the approval of the agent of the company at the shipping point.

When C. O. D. matter is, by order of shipper, through the agent at point of shipment, delivered without collecting, return the C. O. D. bill and envelope way-bill free.

If C. O. D. matter is refused, or can not be delivered, the shipper must be immediately notified, and if not disposed of within thirty days after such notice, it may be returned subject to charges both ways.

C. O. D. matter, and paid C. O. D.'s returned to shipper, must take same route and pass through the hands of same company or companies as when originally forwarded.

8. **C. O. D.'S AND COLLECTIONS BETWEEN THE UNITED STATES AND OTHER COUNTRIES.**—Shippers desiring currency or coin different from that current where collection is to be made must write their instructions plainly on the C. O. D. bill or collection.

8. Give a receipt of the prescribed form for all matter received without regard to the distance to be carried. Always ask shippers to declare the value, and when given insert it in the receipt, mark it on the package and enter amount on the way-bill. If shippers refuse to state value, write or stamp on the receipt "value asked and not given." When received at owner's risk, write or stamp on face of receipt "at owner's risk."

Receive stove and other fragile castings, fire-brick, and emery wheels at owner's risk only.

9. Require prepayment or guarantee of charges for, and so way-bill, old valises, hand-bags, bundles of blankets, seeds, cuttings, shrubbery, plants, samples, medicines, and for all matter evidently not worth charges.

When matter is way-billed or transferred guaranteed, the guarantee covers the charges of all companies carrying to original point of destination, and is limited to 60 days. Therefore, agents receiving matter way-billed "guaranteed" must report to billing office within 60 days of date of way-bill any failure to collect charges on same.

10. Gunpowder, dynamite, kerosene, benzine, naphtha, gasoline, matches and all other explosive

or dangerous inflammable oils, acids or materials must not be received for transportation.

Men, women or children must not be received for transportation.

11. Fancy poultry, pet stock or dogs that have paid double merchandise rates to fairs and exhibitions, may be returned free if accompanied by a certificate from the secretary that they are being returned to the original owner.

### CLASSIFICATION.

EXPLANATIONS.—Special rules under each heading apply to all articles enumerated thereunder: *Mdse.* stands for Single Merchandise Rate;  $\frac{1}{2}$  *Mdse.* for One-half Merchandise Rate;  $\frac{1}{4}$  *Mdse.* for One and One-Half Merchandise Rate; *D. Mdse.* for Double Merchandise Rate;  $\frac{3}{4}$  *T Mdse.* for Three Times Merchandise Rate, etc.; *Special*, for Special Rates or Scales of Special Rates. In the absence of Special Rates on Special Rate matter use Single Merchandise Rates: *O. R.* for Owner's Risk; *O. R. B.* for Owner's Risk of Breakage; *K. D.* for Knocked Down; *Minimum*, for Minimum Charge on a Single Shipment, *i. e.*, no single charge less than the one specified.

All articles not enumerated below, or not analogous to those enumerated, are to be charged for at Merchandise Rates.

A	RATE.	Boats—Continued.	RATE.
Acids, dangerous, refuse; see Rule 10.		must be accepted only by special agreement, and when destined to offices of other companies must not be accepted without their permission.	
Advertising Matter; see Section A.		Metallic Folding Boats, securely packed	D. Mdse.
Agricultural Implements, bulky-----	D. Mdse.	Row Boats and Canoes, including paddles and equipment, minimum \$2--	4 T Mdse.
Plows, ordinary stirring and breaking-----	Mdse.	Shells and all Racing Crafts, including Outriggers, minimum \$4-----	8 T Mdse.
Ale; see Scale of Rates.		Boats (except metallic folding boats), when securely and completely boxed, so that freight of all descriptions and weight can be loaded on top-----	3 T Mdse.
Animals; see Section A and Section D.		Books, printed, bound or unbound; see Section D.	
Animals. Receive them only at O. R. of injury, death or escape, taking a release as provided for Live Stock. Feed and utensils must be provided by shippers. They must be boxed or caged. Enter the number of animals in each box or cage on way-bill. Charges must be prepaid or guaranteed; see Rule 11.	Mdse.	Book Cases; same as Furniture.	
Alligators, live-----		Bread, pound rates, minimum 25 cents. Buggies; see Vehicles.	Mdse.
Cats-----		Bulbs; see Section D.	
Deer-----		Burial Cases-----	Mdse.
Dogs, in boxes, at actual weight, or securely chained, at 100 lbs. each		Burros; see Live Stock.	
Ferrets-----		Butter; see General Specials.	
Guinea Pigs-----		C	
Opossums-----		Calendars; see Section D.	
Pet Animals-----		Calves; see Live Stock.	
Rabbits-----		Calves, dressed; see General Specials.	
Antlers-----	D. Mdse	Cameras—Photograph, securely boxed	Mdse.
B		Cameras—Photograph, in light carrying cases-----	D. Mdse.
Beef Fat; see General Specials.		Canoes; see Boats.	
Beer; see Scale of Rates.		Cards, printed; see Section D.	
Beer Tonic; see Scale of Rates.		Carriages; see Vehicles.	
Bees, in stands, O. R.-----	1½ Mdse.	Castings, Fragile, received only at O. R. B.; see Rule 8.	
Benzine, refuse; see Rule 10.		Catalogues; see Section D.	
Bicycles—Ordinary; see Vehicles.		Catalogues and Prices Current with prices extended to or from dealers and their traveling salesmen. Value limited to \$10; see Section B.	
Bicycles—Railroad, taken apart; see Vehicles.		Cats; see Animals.	
Bicycles—Safety, K. D., and crated; see Vehicles.		Celery; see General Specials.	
Bicycle Wheels; see Vehicles.		Chairs; see Furniture.	
Birds—Live. Receive them only at O. R. of injury, death or escape, taking a release as provided for Live Stock. Feed and utensils must be provided by shippers. Charges must be prepaid or guaranteed. Enter the number in each crate on the way-bill-----	D. Mdse.	Cheese, { see General Specials.	
Blanks, printed, bound or in sheets; see Section D.		Chestnuts, {	
Blotters and Blotting Pads; see Section D.		Children, refuse. See Rule 10.	
Boats must be receipted for at owner's risk, with the understanding that if they cannot be loaded in cars they are to be placed on deck. When they exceed 38 feet in length they		Chromos; see Pictures, also Section D.	
		Chromo, Lithographs; see Section D.	
		Chronometers; see Instruments.	
		Cider; see Scale of Rates.	
		Cigar Boxes, empty-----	Mdse.
		Circulars; see Section B.	
		Clams, in shells, see General Specials.	
		Clothing, packages of, to or from	
		Laundries; see Section B.	

Colts; see Live Stock.

Corn, cooked, sample cans of; see Section B.

Corpses, double the lowest first-class passenger fare, but never less than \$5.00 for any distance, except that those of children under 12 years of age may be carried at single adult passenger fare, but never less than \$2.50. When carried by two or more companies the charges shall be prorated on the basis of the local merchandise rates, provided that the charge for each company shall not be less than \$3.00 for an adult or \$2.00 for a child under 12 years. Charges must be prepaid or guaranteed. Corpses must be placed in such coffins or cases as will prevent the escape of offensive odors. A certificate of physician or health officer stating cause of death, and that it was not from infectious or contagious disease, must be attached to the way-bill and duplicate pasted on top of case.

Cows; see Live Stock.

Crabs; see General Specials.

Crabs, deviled or cooked-----

Crayon Portraits; see Pictures.

Cuttings; see Section D.

#### D

Deer; see Animals.

Desks—School; see Furniture.

Desks—Office; same as Furniture.

Dogs; see Animals.

Doll Carriages and Doll Chairs, of small value-----

Dressed Poultry; see General Specials.

Dress Forms-----

Dynamite, refuse; see Rule 10.

#### E

Eggs; see General Specials.

Emery Wheels; see Rule 8-----

Empties, O. R., returned by the company that carried them when full. Unless otherwise provided for, they must be called for and delivered by the owners, and charges must be prepaid. Empties not enumerated are to be charged for in accordance with size and weight of analogous empties. When carried by two or more companies between common points, charges to be divided equally, delivering company to have the odd cent. Empties that have not been shipped full by express, charge merchandise rates.

Bags and Sacks for news companies-----

Beer Empties-----

Berry-stands or Crates-----

Bread Baskets or Boxes-----

Butter Tubs (and all butter empties except refrigerators)-----

Butter Refrigerators-----

Cans, in boxes or kegs, and oil cans in jackets-----

Cans, for Alcohol, Fish, Oils and Varnishes. They may deliver to regular patrons-----

Clothing Baskets for clothing houses and merchant tailors-----

Coops-----

Crates and Kennels, pet animal or dog, minimum 50 cents-----

Demijohns, in boxes or kegs-----

Egg Cases-----

Fruit Empties-----

Gas Cylinders, minimum 15 cents---

#### RATE.

Mdse.

Mdse.

D. Mdse.

Mdse.

Free.

Free.

10c. Each.

5c. Each.

5c. Each.

15c. Each.

10c. Each.

15c. Each.

25c. Each.

10c. Each.

10c. Each.

5c. Each.

10c. Each.

10c. Each.

1/2 Mdse.

#### Empties—Continued.

Homing Pigeon Baskets, minimum 50 cents each for each company carrying-----

Ice Cream Freezers, minimum 15c.---

Jars-----

Jugs, in boxes or kegs-----

Kumyss Boxes-----

Liquor Kegs-----

Meat Boxes may be returned, subject to charge on delivery, by agreement with owners-----

Milk Cans-----

Mineral Water Cases-----

Oyster Empties-----

Oyster Empties, new, sent to be filled and returned by express—Tubs or Pails-----

Other New Oyster Empties-----

Pony Refrigerators, for fruit-----

Soda Fountains, minimum 15 cents---

Soda Water Cases-----

Engravings; see Pictures, also Section D.

Envelopes, address printed; see Section D.

Explosive, refuse.

#### F

Feathers, closely compressed and baled-----

Feathers, not closely compressed and baled-----

Ferrets; see Animals.

Firearms, O. R.

Guns or Rifles, trussed or boxed, or taken apart and packed in sole leather or canvas cases-----

When not so packed-----

Pistols or Revolvers securely packed.

Fire Brick; see Rule 8-----

Fish, fresh, smoked or dried; see General Specials.

Fish—Live. When carried by more than one company, rates on "Packages each 7 pounds or less," do not apply-----

Fruit; see General Specials.

Furniture, O. R. B.

Boxed or crated-----

Not boxed or crated-----

Burlapped, except chairs, from manufacturers only-----

Chairs, boxed or crated-----

Chairs, not boxed or crated and not otherwise specified-----

Chairs, Barber, burlapped, boxed or crated-----

Chairs, Dentists', boxed or crated, not exceeding \$75 in value-----

Chairs, Dentists', boxed or crated, exceeding \$75 in value-----

Chairs, Iron Frame or Folding Opera, Letter File Cases, boxed or crated-----

Piano Stools, boxed or crated-----

Piano Stools, not boxed or crated-----

School Desks-----

Furs—Coarse, including undressed skins; see General Specials.

Furs—Dressed-----

#### G

Game; see General Specials.

Gasoline, refuse; see Rule 10.

General Specials, at pound rates, and unless otherwise provided for, at gross weight; no charge less than 35 cents, unless graduate under General Specials or Merchandise Rate is less. Two or more packages from the same shipper at the same time to the same consignee may be aggregated and charged }

#### RATE.

Mdse.

1/2 Mdse.

5c. Each.

10c. Each.

25c. Each.

10c. Each.

25c. Each.

Free.

Free.

Free.

Free.

5c. Each.

10c. Each.

25c. Each.

1/2 Mdse.

Free.

Mdse.

D. Mdse.

D. Mdse.

D. Mdse.

D. Mdse.

D. Mdse.

D. Mdse.

D. Mdse.

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D. Mdse.

D. Mdse.

D. Mdse.

D. Mdse.

D. Mdse.

D. Mdse.

## General Specials—Continued.

for as one; prepayment of charges will be required on all shipments from or to parties found guilty of understating the contents or net weight of packages carried at estimated weights.

Beef Fat -----  
Butter\* -----  
Calves, dressed -----  
Celery -----  
Cheese -----  
Chestnuts -----  
Clams, in shells -----  
Crabs, live -----  
Crab Meat, raw (not including deviled or cooked crabs) -----

Eggs -----  
Fish,\* fresh, smoked or dried -----  
Fruit -----  
Furs, coarse, including undressed skins of any kind -----

Game,\* between December 1 and March 31, no allowance for ice will be made -----

Hides, green -----

Lard -----

Lobsters\* -----

Meat,\* fresh or cured -----

Oleo Butter -----

Oleo Oil -----

Oysters in bulk, 10 pounds to gallon, except when sold by count, 100 counts shall be estimated at 6 pounds, and 100 culls at 4 pounds -----

Oysters, in shell -----

Oysters, canned -----

Poultry, dressed, between December 1 and March 31 no allowance for ice will be made -----

Rabbits, dead -----

Sausage,\* fresh or cured -----

Shrubs,† for setting, when boxed or baled and strawed; prepaid or guaranteed -----

Skins, undressed -----

Terrapin -----

Trees,† for setting, when boxed or baled and strawed; prepaid or guaranteed -----

Turtles, live -----

Vegetables -----

When ice is used for preservation, add 25 per cent. to net weight, unless actual gross weight is less at time of shipment\* -----

Shrubs and Trees,† for setting, when boxed, or baled and strawed, prepaid or guaranteed, between points where no General Special is in force, may be taken at 20 per cent. less than merchandise rates, at pound rates, minimum charge 35 cents. This applies only to points reached by rail -----

Ginger Ale; see Scale of Rates.

Glass, must be boxed or crated, O. R. B. -----

Ground -----

Mirrors -----

Stained -----

Show Case -----

Plate -----

Signs -----

Window -----

Goats; see Live Stock.

Guinea Pigs; see Animals.

Guns; see Firearms.

Gunpowder, refuse; see Rule 10.

## H

Hand Bags—Old; see Rule 9.

Hand Bills; see Section D.

## RATE.

Heliotype Work; see Section D.

Hides—Green; see General Specials.

Hobby Horses -----

Hogs; see Live Stock.

Honey, O. R., refuse unless properly packed -----

Horses; see Live Stock.

## I

Inflammables, refuse; see Rule 10.

Instruments, O. R. -----

Musical Instruments, encased in wooden boxes in addition to their own cases -----

Musical Instruments, not so boxed, not otherwise specified -----

Pianos, boxed, minimum \$5 for each company carrying -----

Pianos, not boxed, minimum \$5 for each company carrying -----

Organs, boxed -----

Organs, not boxed, for music dealers -----

Organs, not boxed, for other than music dealers -----

Survivors' Instruments, except Tripods, must be refused unless boxed.

Survivors' Instruments, enclosed in single box or case -----

Survivors' Instruments, strapped so that they cannot move in their own box or case, and covered with one or more additional boxes with proper packing between -----

Chronometers, must be refused unless boxed -----

Thermometers, must be refused unless boxed or securely packed, value not exceeding \$5 each -----

Value exceeding \$5 each -----

Tripods -----

Insurance policies, blank; see Section D.

## J

Jewelry, sealed or unsealed, graduated rates -----

## K

Kerosene, refuse; see Rule 10.

## L

Labels; see Section D.

Lard; see General Specials.

Laundries, packages of clothing, shipped to or by; see Section B.

Letter File Cases; see Furniture.

Lithographed Views of Cities, mounted on cloth, with rollers; see Section D.

Lithographic Stones, O. R., must be boxed or crated -----

Liquids, in glass, demijohns or earthenware, O. R. Refuse when enclosed in paper or paper boxes or otherwise improperly packed -----

Lithographs; see Pictures, also Section D.

Live Stock. Receive only at O. R. of death, injury or escape. Shippers must be required to sign a contract on the form furnished by the company, releasing the express, as well as all transportation companies whose lines may be used, from any and all liability for loss or damage. Feed and utensils must be provided by shippers. Charges must be prepaid or guaranteed. Horses must not be taken unless authorized by superintendents.

Burros, crated -----

## RATE.

D. Mdse.

Mdse.

Mdse.

3 T Mdse.

Mdse.

1½ Mdse.

Mdse.

Mdse.

1½ Mdse.

3 T Mdse.

Mdse.

3 T Mdse.

Mdse.

D. Mdse.

Mdse.

Mdse.

D. Mdse.

Mdse.

Mdse.

Live Stock—Continued.		RATE.	Pianos; see Instruments.		RATE.
Burros, not crated, not exceeding 500 pounds in weight and \$100 in value, minimum \$5 for each company carrying		1½ Mdse.	Piano Stools; see Furniture.		
Calves, crated-----		Mdse.	Pictures, O. R., must be securely crated or boxed, and marked "Pictures," "Oil Paintings," etc. Shippers must invariably declare value, and it must be entered on the receipt.		
Colts; see Ponies.			Chromos-----	When the declared value of the shipment is \$50 or less.	Mdse.
Cows, not crated, estimated single animal at 1,000 pounds-----		D. Mdse.	Crayon Portraits-----	When the declared value of the shipment exceeds \$50-----	D. Mdse.
Goats } Crated-----		Mdse.	Engravings-----		
Hogs }			Lithographs-----		
Horses, estimate single animal at 1,000 pounds, minimum \$25 for each company carrying in absence of an agreement to divide the through rate-----		3 T Mdse.	Machine or Stencil Paintings-----		
Horses, car-loads of ten horses, estimated at 10,000 pounds, and 1,000 pounds more for each additional horse-----		Mdse.	Oil Paintings-----		
Ponies or Colts, not exceeding 500 pounds in weight and \$100 in value, minimum \$10 for each company carrying in absence of an agreement to divide the through rate-----		1½ Mdse.	Pictures-----		
When not crated-----		Mdse.	Water Colors-----		
When crated-----			Pigeons—Live, in coops for market or shooting tournaments O. R. of injury, death or escape. Coops and contents must not weigh over 150 pounds.		Mdse.
A Pony, Colt or Horse weighing over 500 pounds net, will be classified same as a horse.			Pigeons—Live, shipped by Homing Pigeon Clubs, O. R. of injury, death or escape, in heavy flat-topped baskets, with sufficient food and water for the trip-----		Mdse.
Sheep, crated-----		Mdse.	Pistols; see Firearms.		
Lobsters; see General Specials.			Plants—Live, boxed or crated, so that they can be loaded with other freight without damage; prepaid or guaranteed-----		Mdse.
M			Plants, when not so boxed or crated; prepaid or guaranteed-----		D. Mdse.
Magazines; see Section D.			Plants; also see Section D.		
Maps; see Section D.			Plows; see Agricultural Implements.		
Marble and Slate, manufactured, must be boxed or crated, O. R.-----		Mdse.	Ponies; see Live Stock.		
Matches, refuse; see Rule 10.			Pop; see Scale of Rates.		
Mattresses-----		Mdse.	Posters; see Section D.		
Meat, sample cans of, from packing houses; see Section B.			Poultry, dressed; see General Specials.		
Meat—Fresh or Cured; see General Specials.			Poultry—Live, O. R. of injury, death or escape. Food and utensils must be provided by shippers. Coops and contents must not weigh over 150 pounds.		Mdse.
Men, refuse; see Rule 10.			Poultry, for market-----		Mdse.
Mineral Water.			Poultry, other than for market; released same as Live Stock; charges must be prepaid or guaranteed; enter the number of fowls in each coop on the way-bill. See Rule 11-----		D. Mdse.
Mirrors; see Glass.			Prices Current; see Section B.		
N			Produce; see General Specials.		
Naphtha, refuse; see Rule 10.			Prospectuses; see Section D.		
Negatives; see Photographic Dry Plates.			Proof Sheets; see Section D.		
Newspapers, charge according to local agreements.			Publications; see Section D.		
Newspapers, auxiliary; see Section B.			Q		
O			Quail—Live, in coops for market or shooting tournaments, O. R. of death, injury or escape. Coops and contents must not weigh over 150 pounds-----		Mdse.
Oars, crated-----		Mdse.	R		
Oars, not crated-----		D. Mdse.	Rabbits—Dead; see General Specials.		
Oleo Butter, { See General Specials.			Rabbits—Live; see Animals.		
Oleo Oil, }			Reading Matter Plates; see Section B.		
Oils, explosive or inflammable, refuse; see Rule 10.			Revolvers; see Firearms.		
Opera Chairs; see Furniture.			Rifles; see Firearms.		
Opossums; see Animals.			Roots; see Section D.		
Organs; see Instruments.			S		
Oysters; see General Specials.			Sausage—Fresh or Cured; see General Specials.		
Oyster Posters and Oyster Signs, not exceeding 20 pounds in weight, from oyster dealers-----		Free.	School Desks; see Furniture.		
P			Scions; see Section D.		
Paintings; see Pictures.			Seeds; see Section D.		
Pamphlets; see Section D.			Sewing Machines, racked or boxed-----		Mdse.
Paper for Cash Registers; see Section D.			Sewing Machines, not racked or boxed, O. R.-----		1½ Mdse.
Patent Insides; see Section D.			Sheep; see Live Stock.		
Peanut Roasters-----		Mdse.	Sheet Music; see Section D.		
Periodicals; see Section D.			Show Cards, unmounted; see Section D.		
Photographs not framed; see Section D.					
Photographic Dry Plates and Negatives, O. R. B.-----		Mdse.			

Show Cases; see Glass.  
 Shrubs; see General Specials.  
 Signs; see Glass, also see Section A.  
 Skins—Dressed-----  
 Skins—Undressed; see General Specials.  
 Slate; see Marble.  
 Sleighs; see Vehicles.  
 Soap, samples of, given away for advertising purposes; see Section B.  
 Soda Founts "charged"-----  
 Soda Water; see Scale of Rates.  
 Spring Water; see Scale of Rates.  
 Statuary, O. R., must be boxed or crated-----  
 Stereoscopic Views; see Section D.  
 Sulkies; see Vehicles.  
 Surveyors' Instruments; see Instruments.

## T

Terrapin—Live; see General Specials.  
 Thermometers; see Instruments.  
 Tricycles; see Vehicles.  
 Tripods; see Instruments.  
 Trees; see General Specials.  
 Turtles—Live; see General Specials.  
 Typewriting Machines, securely boxed,  
 Typewriting Machines, when in their cases only, or not securely boxed,  
 O. R.-----

## V

Valises; see Rule 9.  
 Vegetables; see General Specials.  
 Vehicles—

Bicycles, ordinary-----  
 Bicycles, railroad, taken apart-----  
 Bicycles, safety, K. D. and boxed or crated-----  
 Bicycle Wheels, same as the machine to which they belong, except that the small wheel of the "Ordinary" may be taken at merchandise rate when boxed or crated.

## RATE.

Mdse.

Mdse.

D. Mdse.

Mdse.

D. Mdse.

D. Mdse.

Mdse.

Mdse.

## Vehicles—Continued.

Buggies, K. D. and boxed or crated--  
 Buggies, not K. D. and boxed or crated-----  
 Children's Carriages-----  
 Carriages, K. D. and boxed or crated-----  
 Carriages, not K. D. and boxed and crated-----  
 Carriage or Buggy Poles, with singletrees securely attached-----  
 Cutters, with Thills detached, boxed or crated-----  
 Sleighs, K. D. and boxed or crated--  
 Sleighs, not K. D. nor boxed or crated-----  
 Sleighs, with Thills detached, boxed or crated-----  
 Sulkies, K. D. and boxed or crated--  
 Sulkies, not K. D. and boxed or crated-----  
 Tricycles, K. D. and boxed or crated-----  
 Tricycles, not K. D. and boxed or crated-----  
 Velocipedes-----  
 Velocipedes—Children's-----

## RATE.

1½ Mdse.

3 T Mdse.

D. Mdse.

1½ Mdse.

3 T Mdse.

Mdse.

1½ Mdse.

1½ Mdse.

3 T Mdse.

1½ Mdse.

1½ Mdse.

3 T Mdse.

Mdse.

D. Mdse.

D. Mdse.

Mdse.

## W

Watches; see Jewelry.  
 Women, refuse; see Rule 10.

## Y

Yeast, Compressed, pound rates, minimum charge 35 cents, unless graduate is less. Cases containing 50 pounds of Yeast may be rated at 6 pounds. Packages weighing 1½ pounds or less may be taken over the lines of one company for 15 cents and ½ cent for each additional ounce, unless graduate or pound rate minimum is less.

Special.

## DECISIONS

AND

# ADJUSTMENT OF COMPLAINTS.

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### R. A. DEAL *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of overcharge on a shipment of roller cards between Wilkesboro, N. C., and Atlanta, Ga. It appearing that the shipment was one of interstate commerce and without the jurisdiction of the Commission, case was dismissed.

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### SOUTHERN RAILWAY *to* THE COMMISSION.

This was an application on the part of petitioning company asking that the Commission approve the Southern Classification of freight instead of using classification now used in North Carolina. Petitioners alleged that the present Southern Classification was the result of a great deal of careful consideration, based not only on the views of the individual lines representing the Southern Classification, but also on arguments made by a great many shippers at different times; that the Classification Committee represented the entire South, both east and west, and that they were assisted by statements and statistics prepared by shippers; that this resulted in a simplification of the wording of the classification and that the Southern Classification was the best arranged classification in the United States. The Commission, after careful consideration and comparison of the North Carolina Classification with the Southern Classification, found that in adopting the Southern Classification it would change the freight rates materially in North Carolina, making them on a much higher basis. The petition was, therefore, denied.

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### J. W. FINCH & SON *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of delay in a shipment of a car of fertilizer between Lexington, N. C., and Winston, N. C. Adjusted.

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### SEABOARD AIR LINE RAILWAY *to* THE COMMISSION.

This was an application on the part of petitioner asking for a definition of the term "nested" used in the classification of freight. The Commission ruled that the term "nested" meant two or more articles packed together and not three or more, as contended by petitioner.

HOLT MANUFACTURING COMPANY *vs.* SOUTHERN EXPRESS COMPANY.

Complaint of excessive freight charge on shipment of vegetables. Adjusted.

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CRAIG *to* THE COMMISSION.

Complaint of overcharge in freight on a shipment of bananas. Adjusted.

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AYCOCK *vs.* NORFOLK AND SOUTHERN RAILROAD COMPANY.

Complaint of overcharge in freight on a shipment of cotton seed from Pantego to New Bern. It appearing that the freight charged was not in excess of the tariff allowed defendant company to charge, case was dismissed.

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NORTH CAROLINA CORPORATION COMMISSION *vs.* SEABOARD  
AIR LINE RAILWAY.

This was a reply to a call for a report of the condition of the road-bed of the Carolina Central Railroad between Hamlet and Wilmington. Defendant, through Superintendent A. W. Towsley, answered as follows: "It is my understanding from parties who have been connected with this Division for several years that the C. C. East Division is now in better condition than it has been for the past ten or twelve years. There is some considerable ordinary maintenance work necessary and this is being given attention as fast as we can get labor to cover. We are also replacing worn-out angle bars and bolts as fast as we can get them from the manufacturers."

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MONROE *vs.* SEABOARD AIR LINE RAILWAY.

Claim for damage on account of shortage in a shipment of freight. Dismissed on account of failure of complainant to furnish bill of lading.

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SUMRELL & McCOY *vs.* ATLANTIC AND NORTH CAROLINA  
RAILROAD COMPANY.

Complainant in this case alleged an excessive freight was charged on a package shipment weighing less than 100 pounds. Complainant alleged further that defendant railroad company, with other railroad companies, on interstate shipments, had adopted a rule as follows: "The minimum charge on a single shipment of one class, classified first-class or lower, shall be 100 pounds at the class or commodity rate to which it belongs." It appearing that this was an interstate shipment and the Commission was without jurisdiction to control the rates, case was dismissed.

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DAVIS & BROS. *vs.* EAST CAROLINA RAILROAD COMPANY.

Complaint of excessive demurrage charge. Adjusted.

SHAMROCK MILLS *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of excessive freight rate on paper boxes. Adjusted.

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C. S. WILLIAMS *vs.* NORTH CAROLINA CAR SERVICE ASSOCIATION.

Complaint of excessive demurrage charges. Dismissed.

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ABERDEEN AND ASHBORO RAILROAD COMPANY *to* THE COMMISSION.

This was an application on part of petitioner asking to be exempt from Rule No. 36 of the Commission, being Storage and Demurrage Rules, Time Limit for Placing of Cars and Delivery of Freight. Petitioning company alleged that their road was a lumber road and that 95 per cent. of all the shipments were for points beyond its own line, and should not be expected to own cars for all of its business; that to furnish all of the cars needed for prompt movement of the business, a greater part of which moved beyond the limits of the State, would call for an investment in cars exceeding the total capital stock and bonded debt of the road. The petition, after careful consideration of the Commission, was denied.

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M. O. SHERRILL *vs.* SOUTHERN EXPRESS COMPANY.

Claim for damage to the amount of \$5 for one set of North Carolina Regimental Histories shipped to Newark, N. J., which had never reached destination. Claim paid and case dismissed.

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FOX & SMITH *vs.* SOUTHERN RAILWAY COMPANY.

Claim for damage to shipment of guano from Norfolk, Va., to Siler City, N. C. It appearing that the matter was one in which Commission had no jurisdiction, case was dismissed and complainant advised to take action in the courts for redress.

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SLOCOMB *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complainant alleged in this case that defendant had changed its freight rate on rosin between Fayetteville and Winston without giving proper notice. Upon investigation, it appearing by answer of defendant that the rates complained of had not been changed and that complainant was in error, case was dismissed.

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CITIZENS OF PILOT MOUNTAIN *to* THE COMMISSION.

This was an application on the part of the citizens of Pilot Mountain asking for additional siding facilities for the handling of freight at that place. Defendants, in answer to the complaint, agreed to build additional side-track 376 feet long, which was satisfactory to the petitioners.

FAIRLEY *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of freight rate on sand. Adjusted.

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MOORE BROS. *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of overcharge in freight on shipment of hardware between Raeford, N. C., and Baltimore, Md. Upon investigation, it appearing that this shipment was one of interstate commerce and the rate of freight charged was as filed and approved by the Interstate Commerce Commission, case was dismissed.

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COOPER *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Claim for damages on account of shipment of mullets not being delivered. Claim dismissed for want of jurisdiction.

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YOUNG *vs.* RAILROADS.

Complaint of excessive freight rate on shipment of castings from Evansville, Ind., to Micaville, N. C. The shipment being one of interstate commerce and without the jurisdiction of the Commission, case was dismissed.

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CAPE FEAR LUMBER COMPANY *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of overcharge in freight on three cars of truck shipped from Clarkton to Wilmington. It appearing that the overcharge had been refunded and the complainant asking no further relief, case was closed.

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BURLINGTON COFFIN COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of overcharge in freight on shipment of coffins between Bracey, Va., and Burlington, N. C. Case dismissed, the shipment being one of interstate commerce and over which the Commission had no jurisdiction.

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JAMES A. SANDERS *et al.* *vs.* SOUTHERN RAILWAY COMPANY.

Complainant in this case alleged damages on account of the failure of the Southern Railway train to wait for passengers on the Atlantic Coast Line train at Selma, a junction point of the two roads. Case dismissed and complainant advised that his redress would be by action in the courts.

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S. H. STRANGE *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint for damage on account of the failure of defendant to deliver a shipment of berries to New York within a reasonable time. Case dismissed for want of jurisdiction.

J. W. RAYNOR *vs.* WELLINGTON AND POWELLSVILLE  
RAILROAD COMPANY.

Complaint of discrimination in freight rates between Baltimore and Powellsville, N. C., in favor of Windsor, N. C. It appearing that the rate to Windsor was based on the water rate from Norfolk, Va., and that this discrimination was in accordance with law, case was dismissed.

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J. B. BROADFOOT *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint of overcharge on shipment of lumber. Adjusted.

---

DAVID BARNES *to* THE COMMISSION.

Complainant in this case alleged that the Atlantic Coast Line Railroad Company had refused to make a freight arrangement with a steamboat company desiring to transport freight between Tunis, N. C., and Murfreesboro. Complaint was served on the Traffic Manager of defendant company, who answered, saying that his company was willing to grant the application of petitioner. No further relief being asked, case was dismissed.

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WORTH COMPANY *vs.* NORTH CAROLINA CAR SERVICE ASSOCIATION.

Complaint of demurrage charged. It appearing that the charge was in accordance with the rule of the Commission, case was dismissed.

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R. Y. COFFEY *vs.* NORTH CAROLINA CAR SERVICE ASSOCIATION.

Complaint of demurrage charge. Dismissed on account of failure of complainant to furnish information necessary to an investigation.

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ASHLEY HORNE *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of delay in a shipment of freight. Adjusted by correspondence.

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B. F. SUGG & COMPANY *vs.* ATLANTIC COAST LINE  
RAILROAD COMPANY.

Claim for overcharges to the amount of \$701 on shipments of stone from Bedford, Indiana, to Washington, N. C. It appearing, upon investigation, that the shipment was one of interstate commerce and without the jurisdiction of the Commission to correct, case was dismissed with the advice that complainant should bring action in the courts for redress.

CAROLINA GROCERY COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint for excessive demurrage charge. Complaint withdrawn.

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M. J. HAWKINS *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of freight rate on berry crates. Adjusted by correspondence.

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SOUTHERN CHEMICAL COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of excessive demurrage charge. Adjusted.

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C. C. TOWNSEND & COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of failure of defendant to transport and deliver car-loads of freight promptly. Adjusted by correspondence.

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CURRIE & McQUEEN *vs.* SEABOARD AIR LINE RAILWAY.

Complainants in this case alleged that the defendant railway company refused to move four car-loads of lumber from Cameron, N. C., a station on the line of defendant's road, to destination, as designated by bill of lading issued, on the ground that the cars were not properly loaded. This matter was taken up with the Freight Traffic Manager of defendant company; but, before a hearing could be had, complainants took action in the courts and further action by the Commission was dismissed.

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L. P. BYRD *vs.* ABERDEEN AND ASHBORO RAILROAD COMPANY.

Complaint for overcharge on shipments of lumber, complainant alleging that cars were improperly weighed. It appearing by answer of defendant that the car-loads of lumber in question were properly weighed on scales located on defendant's line, and it further appearing that there was no overcharge on the shipments, case was dismissed.

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SAMUEL WATKINS *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of excessive freight charge on straw, shuck and cotton mattresses between Henderson, N. C., and Portsmouth, Va. Upon investigation, it appearing that this shipment was one of interstate commerce and without the jurisdiction of the Commission, case was dismissed.

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A. W. GRAHAM *to* THE COMMISSION.

This was an application by the Board of County Commissioners, through the petitioner, asking the Commission to grant authority to the railroad companies

to transport a committee of gentlemen to visit Wake and Mecklenburg Counties for the purpose of examining the public roads with the view of organizing a system of working the roads similar to the system used in these counties. The Commission answered that section 22 of the act creating the Commission provided for free transportation of persons traveling in the interest of different objects, but there was no special provision for persons traveling in the interest of road-building, and, therefore, was not authorized to grant the application.

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JEFFREYS-RICKS CLAY WORKS *vs.* ATLANTIC COAST LINE  
RAILROAD COMPANY.

Complaint of failure of defendant to place cars for loading, and also of freight rate on brick. Adjusted.

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GATE CITY FURNITURE MANUFACTURING COMPANY *vs.*  
SOUTHERN RAILWAY COMPANY.

Complaint of failure of defendant to place cars for unloading car-loads of freight. Adjusted by correspondence.

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THE MALINE MILLS *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of overcharge of \$25.66 in freight on shipment of paper boxes. Overcharge refunded and case dismissed.

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PIEDMONT WAGON COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of freight rate on wagons. Adjusted.

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B. HAWKINS AND OTHERS *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of the failure of defendant to give information to passengers in regard to delayed passenger trains. Complainants were advised that Rule 13 of the Commission provided that it shall be the duty of each railroad company to bulletin at every telegraph station along its line, and other stations if possible, ten minutes in advance of the schedule time of arrival of its train, whether such train is on time, and if behind its schedule time to state as near as can be approximated the time of its arrival. The complaint was served on defendant, calling attention to the rule. Complaint was answered through Colonel A. B. Andrews, First Vice-President of defendant company, stating that the agent at Statesville, the place passengers desired the information regarding trains, stated most positively that he posted the best information he could get as to the expected arrival of trains; that he changed the board from time to time as information was received; that the failure to furnish accurate information was due to the fact that train was being badly delayed by engine boiler. He stated further that all agents

and operators had been instructed that bulletin-boards must be watched and changed as often as necessary. Complainants asking no further relief, case was dismissed.

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JEFFERSON, BULLOCK & COMPANY *vs.* ATLANTIC COAST  
LINE RAILROAD COMPANY.

Complaint of overcharge. Dismissed for want of jurisdiction.

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CITIZENS OF WAKE FOREST *vs.* SEABOARD AIR LINE RAILWAY.

Petitioners in this case asked that defendant be required to provide a man to meet trains Nos. 31 and 34, passing Wake Forest at 2 o'clock and 3 o'clock A. M., and that these trains be required to stop on flag. After careful consideration and the reading of complaint and answer of defendant, it was ordered that Wake Forest be made a flag stop for train No. 31, effective August 1st.

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CARNAHAN *to* THE COMMISSION.

Application for change of classification of broom-straw from fifth class to Class D. Application denied.

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CAROLINA SPOKE AND BENDING COMPANY *vs.* SOUTHERN  
RAILWAY COMPANY.

Complaint of delay of defendant railway company in placing cars for unloading freight. Adjusted.

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GRIMES BROS. *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of delay in placing cars and the forwarding of freight. Adjusted by correspondence satisfactory to the complainant.

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ABERDEEN AND ASHBORO RAILROAD COMPANY *to* THE COMMISSION.

Application for the granting of free transportation to the Superintendent of the Deaf, Dumb and Blind School, to be used in looking up afflicted children. Application denied, as there was no provision in the act giving the Commission authority to grant such privilege.

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M. A. BUIE *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

This was a petition asking that the Commission require defendant company to grant milling-in-transit rates on lumber. This case was called for hearing, and it appearing that the petitioner desired milling-in-transit rates on interstate shipments rather than intrastate shipments, and the Commission having no jurisdiction over interstate rates, case was dismissed.

S. F. McCOTTER & BRO. *vs.* ATLANTIC AND NORTH CAROLINA  
RAILROAD COMPANY.

Complaint of overcharge on a shipment of show-cases. Overcharge refunded by defendant and case dismissed.

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A. F. MESSICK GROCERY COMPANY *vs.* NORTH CAROLINA CAR  
SERVICE ASSOCIATION.

Complaint of excessive demurrage charge on shipments of feed stuff. Complaint withdrawn.

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MADISON GROCERY COMPANY *vs.* SOUTHERN RAILWAY COMPANY  
AND NORFOLK AND WESTERN RAILWAY COMPANY.

This was a petition by complainant and other citizens of Madison against a proposed arrangement of a joint freight and depot agency between defendant railroads. Defendants, in answer to the petition, stated that inasmuch as the citizens did not desire a joint freight and passenger station, the proposition to unite same would be withdrawn. Case dismissed.

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ELK FURNITURE COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of failure of defendant to furnish cars for the movement of furniture. Adjusted.

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SHAMROCK MILLS *vs.* SOUTHERN EXPRESS COMPANY.

Complaint of overcharge on shipment of paper boxes. Adjusted.

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OATES & NIMOCKS *to* THE COMMISSION.

Complaint of classification on silk mill products to eastern cities. Dismissed for want of jurisdiction.

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LORAY MILLS *to* THE COMMISSION.

Complaint of freight rate on cotton mill goods to eastern points. Adjusted by correspondence.

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GLENCOE MILLS *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of delay in a shipment of fifty bales of cotton between Aberdeen, Miss., and Burlington, N. C. Adjusted by correspondence.

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MISS SALLIE HARRIS *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of overcharge on shipment of household goods. Overcharge refunded and case dismissed.

*J. E. WOODARD vs. SOUTHERN RAILWAY COMPANY.*

Claim for damage to shipment of notions. Claim paid and case dismissed.

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*L. RICHARDSON DRUG COMPANY vs. SOUTHERN RAILWAY COMPANY.*

Complaint of excessive freight rate on drugs. Dismissed.

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*CHARLOTTE CASKET COMPANY vs. SOUTHERN RAILWAY COMPANY.*

Complaint of classification on paper boxes not nested. The Commission, after careful consideration, changed the classification on paper boxes by issuing Circular No. 35, which reads as follows: "From and after May 10, 1903, the Classification on paper boxes will be as follows: Paper boxes, not nested, packed, L. C. L., double first-class rate. The term 'nested,' as used in the Commissioners' Classification, covers a series of two or more like articles fitting closely one within another."

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*CAPITAL PRINTING COMPANY vs. SEABOARD AIR LINE RAILWAY.*

Complaint of slow transportation of freight between Raleigh and Hamlet. Adjusted.

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*J. K. MORRISON & SONS vs. SOUTHERN RAILWAY COMPANY.*

Complaint of overcharges. Dismissed for failure of complainant to furnish bill of lading and information necessary for investigation.

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*L. F. PASCHAL & COMPANY vs. SOUTHERN RAILWAY COMPANY.*

Complaint of failure of defendant to provide cars for shipments of wood. Complaint was served on defendant and answer was filed stating that the cars desired had been furnished. It appearing that no further relief was asked for by complainant, case was dismissed.

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*GOLDSBORO BUGGY COMPANY vs. SOUTHERN RAILWAY COMPANY.*

Claim for lost shipment. Adjusted.

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*PIEDMONT WAGON COMPANY vs. SEABOARD AIR LINE RAILWAY.*

Complaint of excessive freight rate. Adjusted.

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*CITIZENS OF PINE BLUFF vs. SEABOARD AIR LINE RAILWAY.*

Complaint of freight service to Pine Bluff, N. C. Adjusted.

SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application to discontinue the freight agency at Cooleemee Junction. Granted.

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CHARLOTTE BRICK COMPANY *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of excessive freight rate on brick, and asking that the Commission revise the present schedule of rates. Withdrawn.

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GEORGE D. GREEN *to* THE COMMISSION.

Complaint of excessive freight rate on granite curbing between Granite Quarry and Wilson, N. C. Rates adjusted satisfactorily to complainant.

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SHAMROCK MILLS *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of classification of hosiery. Classification changed by putting hosiery in the same class as knitting factory products, which is fifth class. This being satisfactory to complainant, case was dismissed.

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GOLDSBORO BUGGY COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of freight rates on buggies. Adjusted.

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HUTTON & BOURBONNAIS *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of failure of defendant railroad company to place freight rate on bills of lading issued for shipments of freight. Complainant was advised that it was the duty of the railroad companies to insert the freight rate in the bills of lading issued. Adjusted.

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AMERICAN LUMBER COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of freight rate on lumber between Asheville, N. C., and points in South Carolina and Georgia. It appearing that the rates complained of are interstate commerce and without the jurisdiction of the Commission, case was dismissed.

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VIRGINIA-CAROLINA CHEMICAL COMPANY *vs.* SOUTHERN RAILWAY COMPANY AND SEABOARD AIR LINE RAILWAY.

Complaint of the failure of defendant to provide switching arrangements for the transfer of freight between their respective roads at Shelby, N. C. Complaint adjusted.

CHARLES D. McIVER *vs.* WESTERN UNION TELEGRAPH COMPANY.

Complaint of the failure of defendant to deliver messages addressed to the students of the State Normal and Industrial College at Greensboro without an additional charge being made for delivery. Complaint was served on defendant with request that the messages be delivered without additional cost, in accordance with the rule which provides that "Messages will be delivered free within a radius of one-half mile from the office in any city or town of less than 5,000 inhabitants, and within a radius of one mile from the office in any city or town of 5,000 or more inhabitants." It appearing that the college was located within one mile of the telegraph office, defendant agreed to deliver the messages as desired by complainant. No further relief being asked, case was dismissed.

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L. RICHARDSON DRUG COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of excessive freight rate on drugs, and asking that the classification on drugs be reduced from first-class to a lower class. After careful consideration petition was denied.

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A. H. SLOCOMB *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of excessive freight rate on split logs, and asking that same be classed as round logs and on the same basis of rates as set out in Circular No. 32 of the Commission. Application granted.

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J. B. H. KNIGHT *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint of excessive freight rate on package shipments weighing less than 100 pounds from Baltimore, Md., to Williamston, N. C. The shipments being interstate commerce, over which the Commission had no jurisdiction, case was dismissed.

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COAL, CEMENT AND SUPPLY COMPANY *vs.* NORTH CAROLINA CAR SERVICE ASSOCIATION.

Complaint of excessive demurrage charge on shipments of coal. Upon investigation, it appearing that the charges complained of were excessive and should be refunded, defendant was so advised, and having complied with the request of the Commission, case was dismissed.

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A. A. LYON *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of discrimination in the matter of storage charges. Dismissed.

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GOLDSBORO BUGGY COMPANY *to* THE COMMISSION.

Complainant in this case alleged that defendant made it a rule to charge a minimum weight on car-loads of buggies when cars were furnished not large

enough to hold a sufficient number of buggies to make the weight charged for. Complainant was advised that the railway company should be required to carry all of the shipment in excess of a car-load at car-load rates when cars were not furnished of sufficient capacity to hold the minimum weight of buggies tendered. It appearing that complainant had no further cause for complaint, case was dismissed.

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P. McINTYRE *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint of excessive passenger rates between points on the line of defendant's road between Goldsboro and Wilmington. Adjusted to the satisfaction of complainant.

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MRS. W. H. H. COWLES *vs.* SOUTHERN EXPRESS COMPANY.

Claim for damage on account of loss of coop of turkeys and chickens. Claim paid and case dismissed.

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CHESSON *vs.* NORFOLK AND SOUTHERN RAILROAD COMPANY.

Complaint of excessive freight rate on package shipments between Baltimore, Md., and Mackey's Ferry, N. C. Dismissed for want of jurisdiction.

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W. E. GRIGG *vs.* SEABOARD AIR LINE RAILWAY AND CAROLINA AND NORTH-WESTERN RAILWAY COMPANY.

Complaint of transfer charges and of the freight rate on car-load shipments of logs. Adjusted satisfactorily to complainant.

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BOYLAN, PEARCE & COMPANY *vs.* SOUTHERN EXPRESS COMPANY.

Complaint of excessive express charge on a package of dry goods shipped from New York to Raleigh. Dismissed for want of jurisdiction.

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OAKDALE COTTON MILLS *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of the failure of defendant to provide separate waiting-rooms for the the white people and negroes at Jamestown, N. C., and to have fires for the comfort of passengers in cold weather. And further, that no provision is made for the bulletining of the arrival and departure of trains in accordance with Rule No. 13 of the Commission. Defendant answered, through Superintendent Coapman, that the matters complained of had all been corrected and that in the future there would be no further cause for complaint. No further action being asked, case was dismissed.

GASTON W. WARD *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of the failure of defendant to place cars on siding and to provide further siding facilities necessary for the handling of complainant's freight. Dismissed.

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MOORE *vs.* SEABOARD AIR LINE RAILWAY.

Claim for damage on account of lost freight. Adjusted.

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GOLDSBORO BUGGY COMPANY *vs.* ATLANTIC COAST LINE RAILROAD COMPANY AND ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

Complaint for overcharges. Adjusted.

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R. L. HENRY *vs.* SEABOARD AIR LINE RAILWAY.

Claim for damage on account of lost shipments of freight. Claim paid by defendant, and no further relief being asked, case was dismissed.

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THOMAS H. BRIGGS & SONS *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of slow delivery of freight. Adjusted.

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J. A. SANDERS *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Claim for overcharge and damages sustained on shipment of apples. Claim paid and case dismissed.

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DAVIS & BROS. *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Claim for excessive storage charges. Adjusted.

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WIGGINS & COMPANY *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint and claim for overcharge of \$42 on shipment of live-stock. Overcharge refunded by defendant and case dismissed.

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MATTHEWS *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint of delay in the transportation of a shipment of tobacco. Adjusted by correspondence.

D. E. WOODLEY *vs.* NORFOLK AND SOUTHERN RAILROAD COMPANY.

Claim for damages. Dismissed on account of failure of complainant to furnish bill of lading and necessary information for investigation.

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WILLIS OWENS *vs.* NORFOLK AND SOUTHERN RAILROAD COMPANY.

Complaint of overcharge. It appearing upon investigation that the rates charged were in line with the tariff allowed, and there being no overcharge, case was dismissed.

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HIGH POINT UPHOLSTERING COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Petition for siding facilities. The relief asked for being given by defendant, and no further action being required, case was dismissed.

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W. M. EDWARDS *vs.* SOUTHERN RAILWAY COMPANY.

Claim for damage on account of lost freight. Claim paid and case dismissed.

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L. L. WINDER & COMPANY *vs.* NORFOLK AND SOUTHERN RAILROAD COMPANY.

Claim for overcharge on shipment of potatoes. Claim paid and case dismissed.

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THE CITY OF DURHAM, W. A. SLATER, J. D. PRIDGEN, P. W. VAUGHAN AND OTHER CITIZENS OF DURHAM WHO MAY UNITE *vs.* THE SOUTHERN RAILWAY COMPANY, THE NORFOLK AND WESTERN RAILWAY COMPANY, THE SEABOARD AIR LINE RAILWAY.

A petition for union passenger station at Durham was filed on February 17, 1903, as follows:

*"To the Honorable the Corporation Commission of the State of North Carolina:*

*"Your petitioners respectfully show:*

*"(1) That the city of Durham is a municipal corporation, duly chartered and organized, and maintains a city government within the county of Durham in said State, and has a population of about twenty thousand or more people.*

*"(2) That the Southern Railway Company, the Seaboard Air Line Railway Company and the Norfolk and Western Railway Company are railroads duly incorporated, doing business in this State as common carriers of passengers and freight, and they enter into the corporate limits of the city of Durham.*

*"(3) That each one of said railroad companies now has a separate depot or passenger station in said city, but neither has a depot or station adequate, convenient or offering suitable accommodation for the traveling public.*

"(4) That said railroad companies now have tracks running very near to each other, and have actual physical connection in said city, and it is entirely practicable for them to have one common or union passenger depot in said city for the accommodation and convenience of the traveling public.

"(5) That all of said companies do a good business in said city, and receive large revenues from their stations located therein.

"Wherefore your petitioners pray the Corporation Commission to require said railroad companies to have one common or union passenger depot in said city for the accommodation, security and convenience of the traveling public commensurate with the business and revenues of said companies, and to immediately unite in the joint undertaking and expense of erecting, constructing and maintaining the same upon such terms, regulations, provisions and conditions as your honorable body may prescribe."

ORDER.

"The petition in this cause was filed on the 17th day of February, 1903, and notice was given to the defendants and the hearing was continued from time to time until Tuesday, the 7th day of July, 1903, when it was taken up for hearing at the office of the Corporation Commission in the city of Raleigh. Pending the hearing of evidence in the cause the Commission adjourned to meet again on the 17th day of July, 1903, at 10 o'clock A. M., in the city of Durham, when and where the Commission met and the taking of evidence was completed. After having heard the evidence and viewed the situation in the city of Durham and heard the contention of counsel representing the petitioners, the Southern Railway Company and the Seaboard Air Line Railway Company, and having considered the admissions made of record, the Corporation Commission is of the opinion, and finds as a fact, that the location and building of a union passenger depot for the security, accommodation and convenience of the traveling public, using the Southern Railway, the Seaboard Air Line Railway and the Norfolk and Western Railway, is practicable, and in the judgment of the Corporation Commission the necessities of the case require that said railway companies (which it is admitted enter the city of Durham) have one common or union passenger depot; and it is further found as a fact that at the time of the filing of the petition in this cause neither one of said railway companies had, or now has, a depot adequate, convenient and offering suitable accommodations for the traveling public. It is therefore ordered and required by the Corporation Commission that the railway companies above named erect and build one common or union passenger depot for the traveling public at a point in the city of Durham on what is designated in the evidence as the old market-house site, at some point between Roxboro street and Mangum street, and that said railway companies unite in the joint undertaking and expense of erecting, constructing and maintaining a union passenger depot. And this cause is continued until the 15th day of August, 1903, at the office of the Corporation Commission in the city of Raleigh, for the purpose of allowing the said railway companies to suggest plans, specifications, dimensions and the exact location of said depot, to be submitted to the Corporation Commission, in its office at the city of Raleigh, at which time and place, or as soon thereafter as possible, the Corporation Commission will designate the exact location, dimensions and plans and specifications for building said union passenger depot, and prescribe terms, regulations, provisions and conditions, and make such other

orders as may be required. The said railway companies are further directed to file their plans, specifications and suggestions with the Clerk of the Corporation Commission."

HEARING, AUGUST 15, 1903.

"It is ordered by the Commission, that union passenger depot at Durham be located north of the present main line of the Southern Railway tracks, with entrance or exit on or near Church street, leaving sufficient space between south platform of depot building and main line to permit laying tracks for entry of roads and platform for accommodation of passengers.

"Further, that the plans submitted by the Southern Railway be adopted, subject to such changes as may be found necessary or desirable by the Corporation Commission at a meeting to be held in Raleigh on the 12th day of September, 1903. Work to begin within sixty days.

"The Clerk of the Commission will immediately furnish each of the respondents with copy of this order."

HEARING, SEPTEMBER 14, 1903.

"Ordered, that the plans, plot and photograph of brick building submitted by the Southern Railway and approved by the other respondents on September 14, 1903, be accepted by the Corporation Commission as the plans, site and character of building for the union passenger depot for Durham, except the depot building shall be located northward from the main line of the North Carolina Railroad, a distance of twelve feet further than is shown in said plans and plot; that the cost of this proceeding and of this site and the building to be paid for by the respondents in the following ratio: One-third of the whole cost by the Seaboard Air Line Railway, and one-third of the cost of the building by the Norfolk and Western Railway Company, and the balance of the whole cost by the Southern Railway Company; that work upon the union depot shall begin at once, or just as soon as the title to said site can be secured by condemnation proceedings or purchase, and pushed to completion without unnecessary delay. This order is based upon the stipulation made by the Southern Railway Company in writing, which was accepted by the Seaboard Air Line Railway, and the same by consent of the parties is filed as part of the record in this proceeding. And this cause is continued for further directions.

"FRANKLIN McNEILL,  
"Chairman."

#### AGREEMENT BETWEEN DEFENDANT RAILROAD COMPANIES.

"It will be conceded by the Southern Railway Company for itself, and so far as it can control, by its lessor, that if the proceedings for condemnation shall be continued, so far as that part of the right of way which lies between Roxboro and Church streets is concerned and that part which lies west of the location of the passenger station is concerned, that no opposition will be made by the Southern Railway to the use and occupation of that part immediately south of the location of the station occupied by track of union station, without additional cost for such part. This stipulation, and whatever may be done in pursuance of it, shall not be used by either party in the condemnation proceedings. The use of the track

as now used by the Seaboard Air Line to its freight station to continue until the termination in due course of the litigation now pending.

"It is agreed that, whatever may be the result of the condemnation proceedings of Seaboard Air Line Railway and Southern Railway and others now pending, the Seaboard Air Line is to have full access to the union passenger station upon the track from its present line at Roxboro street.

"SOUTHERN RAILWAY COMPANY,  
(Signed) By "A. B. ANDREWS,  
"First Vice-President.

"SEABOARD AIR LINE RAILWAY,  
(Signed) By "J. M. BARR,  
"First Vice-President."

#### ERWIN COTTON MILLS *to* THE COMMISSION.

Application for a freight rate of \$1.25 per thousand on brick from Goldsboro to Dunn in car-load lots, 10,000 brick minimum, on account of Erwin Cotton Mills. Granted.

#### ATLANTIC COAST LINE RAILROAD COMPANY *to* THE COMMISSION.

Application for authority to establish a schedule of freight rates between Wilmington and New Bern on account of water competition, as follows:

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>H</u>	<u>F</u>	<u>K</u>	<u>L</u>	<u>M</u>	<u>N</u>	<u>O</u>	<u>P</u>
38	31	25	22	18	15	14	13½	12	11	18	20	19	10	1.10	1.20	22	16	14
Beef and pork, per barrel.....																		\$ .37
Fish, salt, per barrel.....																		.30
Molasses, per barrel.....																		.60
Oil, coal, C. L., per barrel.....																		.40
Oil, coal, L. C. L., per barrel.....																		.45
Salt, C. L., per ton, 2,000 pounds.....																		.60
Salt, L. C. L., per 100 pounds.....																		.10
Sugar, per barrel.....																		.37
Vinegar, per barrel.....																		.48

Granted.

#### SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for authority to transport free one box of reading matter from Hendersonville, N. C., to the State Prison at Raleigh. Granted.

#### SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for the movement at reduced rates of a lot of building material from Morganton to Waynesville for construction of rectory for Grace Episcopal Church. Granted.

SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for authority to establish a rate of \$14 per car, 24,000 pounds, on sawdust from Hickory to Charlotte. Granted.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application to apply a freight rate of 50 cents per ton on quarries waste from Mount Airy, N. C., to Shoals, N. C. Granted.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for authority to apply a freight rate on crushed slag, car-load minimum 40,000 pounds, from Greensboro to points as follows:

Dunn . . . . .	\$1.71
Winston-Salem . . . . .	.60
Durham . . . . .	.78
Fayetteville . . . . .	1.77

Granted.

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JENNINGS *vs.* SOUTHERN RAILWAY COMPANY.

Complainant alleged in this case that defendant was guilty of unjust discrimination against him, in that said defendant charged a freight rate of \$98 per car-load on bananas from Charleston, S. C., to Greensboro, N. C., while the charge of only \$36 per car-load was made on the same commodity from Charleston, S. C., via Greensboro, N. C., plaintiff's place of business, to Lynchburg, Va. It appearing in this case that complainant was unjustly discriminated against, case was referred to the Interstate Commerce Commission for action. Subsequently, the rate having been adjusted satisfactorily to complainant, case was withdrawn.

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HEATH-LEE HARDWARE COMPANY *vs.* SEABOARD AIR LINE RAILWAY.

Claim for damage on account of lost freight. It appearing that the shipment was one of interstate commerce and without the jurisdiction of the Commission, case was dismissed.

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MERCHANTS OF WILSON *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint of freight service to and from Wilson, N. C., place of petitioners' business. This matter was taken up with the traffic department of defendant company, and one of the commissioners visited Wilson, and, after thorough investigation, defendant promised to give the relief asked for by the petitioners; and at a session of the Commission, June 20, 1903, it appearing that petitioners had no further cause for complaint, case was closed.

CURTIS *vs.* SOUTHERN RAILWAY COMPANY.

Petitioner in this case asked that defendant be required to make Turnpike, a point on the line of defendant's road, a flag station. Defendant, in answer to complaint, agreed to place a box car at Turnpike for the protection of freight, and to make same a regular stop. This being satisfactory to the petitioner, complaint was closed.

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CITIZENS OF ROSEBORO *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

This was a petition asking that defendant be required to provide a waiting-room for the white and colored races at Roseboro, a station on the line of defendant's road. It appearing that defendant had granted the petition, and no further relief being asked, case was closed.

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WINSTON TOBACCO BOARD OF TRADE *vs.* SOUTHERN RAILWAY COMPANY.

This was a complaint of freight service at Winston, and petition asking that defendant company be required to furnish better passenger and freight depot accommodations at that place. Petition was served on defendant company, with request for answer. At a session of the Commission, under date of February 25, 1903, a communication was read from Colonel A. B. Andrews, first vice-president of defendant company, saying that his company would grant the relief asked for by the petitioners and that the matter was then in the hands of an architect, who was getting up the plans with the expectation of building a new station as soon as the plans were completed and bids secured, and additional tracks also would be built as soon as rail could be received. This being satisfactory to the petitioners, and no further relief being asked, case was closed.

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MONROE *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complainant in this case alleged discrimination against him, in that defendant would deliver car-loads of wood over the dummy line in Wilmington to other shippers of wood than himself, and asked that the Commission require defendant to deliver car-load shipments of wood for him at such points along the line as he desired. After investigation, it appearing that defendant was not discriminating against him, case was dismissed.

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McKINNON *to* THE COMMISSION.

Complaint of excessive express rates, and asking that the Commission revise its schedule of express rates so as to require express shipments to be made on a basis of continuous mileage when passing over two or more roads. Copy of answer of defendant was furnished petitioner, with the request for further information, and complainant failing to furnish same, case was closed.

JOHN GRAHAM AND OTHER CITIZENS OF RIDGEWAY *vs.* SEABOARD  
AIR LINE RAILWAY.

This was a complaint by the shippers of vegetables and berries along the line of defendant's road between Ridgeway and Weldon, complaining of the delay in the transportation of these articles to eastern markets for the past season, and asking that Commission require defendant railroad company to provide better facilities for the transportation of their shipments in the future. This complaint was served on defendant, and answer was received from F. K. Huger, superintendent, saying that he had just attended a meeting at Washington with the officials of the connecting lines between his road and eastern points with the view of making a fast freight schedule to take care of the vegetable movement for the present season; that he had completed satisfactory arrangements for this service and that in the future there would be no further cause for complaint. No further complaint being received and no further relief being asked, case was closed.

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CITIZENS OF ASHPOLE AND RAYNHAM *vs.* ATLANTIC COAST LINE  
RAILROAD COMPANY.

This was a petition from the citizens of Boardman, Ashpole and Raynham, along the line of the Conway Branch of defendant's road, asking that defendant be required to furnish better passenger and mail facilities between Chadbourn and Elrod. One of the commissioners visited these points, and, it appearing that an additional train was necessary to give the relief asked for, defendant, upon request of the Commission, agreed to put on a separate passenger train in addition to the mixed train already run between these points. This appearing satisfactory to the petitioners, case was closed.

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HOLT PLAID MILLS *vs.* SOUTHERN RAILWAY COMPANY AND CAROLINA  
AND NORTH-WESTERN RAILWAY COMPANY.

Complaint of unreasonable delay in the transportation of shipments of yarn between Maiden, N. C., and Burlington, N. C. Satisfactorily adjusted by correspondence.

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ELMIRA COTTON MILLS COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complainant in this case complained of the failure of defendant to deliver one hundred bales of cotton bought and shipped from Aberdeen, Miss., and billed to complainant's place of business at Burlington. This matter was taken up with defendant company with the request that the cotton be located without delay and delivery made. At a session of the Commission, June 1st, it appearing that a greater part of the shipment had been delivered and complainant had been refunded the amount of loss claimed on cotton not delivered, and no further relief being asked, case was closed.

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CITIZENS OF BLANCH *vs.* SOUTHERN RAILWAY COMPANY.

This was a complaint of failure of defendant to provide station facilities and open an agency at Blanch, a station on the line of defendant's road. Defendant,

in answer to the petition, expressed a willingness to grant the relief asked for, and no further relief being asked, case was dismissed.

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CITIZENS OF MT. ULLA *vs.* SOUTHERN RAILWAY COMPANY.

This was an application to discontinue the freight and ticket agency at Mt. Ulla, a station on line of defendant's road. Upon investigation, it appearing that the discontinuance of this agency would inconvenience a great many people, the petition was denied.

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PIEDMONT WAGON COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of freight rate on logs. Adjusted by the issuance of Circulars No. 29 and No. 31.

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J. L. WILLIAMSON *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Application for the establishment of a ticket agency and telegraph office at Cerro Gordo. Granted.

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ELLINGTON LUMBER COMPANY *vs.* CAPE FEAR AND NORTHERN RAILWAY COMPANY.

Petition for siding. This cause coming on to be heard before the North Carolina Corporation Commission on the petition of the Ellington Lumber Company for the side-track or spur on the Cape Fear and Northern Railway at the saw-mill of the Ellington Lumber Company, located between the two stations on the said line of railroad known as Barkleyville and Angier; and it appearing to said North Carolina Corporation Commission that it is just and proper that the petition should be granted, it is therefore ordered and adjudged that the Cape Fear and Northern Railway Company immediately survey, lay out, mark and stake out a side-track or spur, as it may elect, at the saw-mill of the said Ellington Lumber Company hereinbefore described, to run from and be connected with the main line of the said railroad, with proper frogs and switches and of sufficient length to hold two cars of ordinary length at one and the same time; and that when the said Ellington Lumber Company shall grade the bed for said side-track or spur as laid out, marked and staked by said Cape Fear and Northern Railway Company and deliver at said place a sufficient number of good and sufficient cross-ties for use in the building of said side-track or spur, and shall pay to the said Cape Fear and Northern Railway Company the sum of fifty dollars in cash, the said Cape Fear and Northern Railway Company shall proceed to erect, build with iron rail the said spur or side-track, and connect the same with the said line of railroad of the Cape Fear and Northern Railway Company with proper frogs, switches and other equipment; it being the order of this Court that the said Ellington Lumber Company shall do the said grading and furnish the said cross-ties and pay the said fifty dollars as soon as the said side-track or spur is located and staked out; and that the said Cape Fear and Northern Railway Company shall construct and complete and connect with the main line and have ready for use the said side-track or

spur within thirty days from the date of this order, provided the said Ellington Lumber Company complies with the orders herein, so far as the same relates to them.

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CITIZENS OF OLD FORT *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of inadequate facilities for the handling of freight at Old Fort, a station on the line of defendant's road. This petition was served on defendant, and answer was filed, through the first vice-president, stating that his company would grant the relief asked for by petitioners and that instructions had been given for the necessary work to be done.

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CITIZENS OF BURCH *vs.* SOUTHERN RAILWAY COMPANY.

Petition for agency and depot facilities at Burch, a station on the line of the Wilkesboro Division of defendant's road. It appearing that a depot and agency had been recently established at Crutchfield, a station within five miles of Burch, and the Commission having no authority to require the establishment of stations nearer than five miles apart, petition was dismissed.

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GEORGE H. HALL *to* THE COMMISSION.

This was an application on the part of plaintiff asking that the Commission require the Atlantic Coast Line Railroad Company to grant milling-in-transit rates on lumber. It appearing upon investigation that petitioner desired milling-in-transit rates on shipments of lumber going beyond the limits of the State rather than on shipments to and from points within the State, and it appearing further that the Commission had no jurisdiction in the matter, case was dismissed.

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CITIZENS OF NEWTON *vs.* WESTERN UNION TELEGRAPH COMPANY.

Petitioners in this case complained to the Commission that the defendant had failed to carry out its agreement to furnish messenger boys for the sending and delivering of messages at Newton, and asked that the Commission require the company to establish a telegraph office in a convenient place in the business part of the town. Defendant, in answering the complaint, stated that the messenger boys had been dispensed with through oversight, and that his company was perfectly willing to restore the messengers and give the usual service. This being satisfactory to the Commissioners, case was dismissed.

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PASCHAL & COMPANY *vs.* WESTERN UNION TELEGRAPH COMPANY.

This was a petition asking that defendant be required to establish a telegraph office at Goldston, a station on the line of the Southern Railway. Petition granted and case dismissed.

NORTH CAROLINA CORPORATION COMMISSION *vs.* SOUTHERN RAILWAY COMPANY.

This was a call for a report of the condition of the road-bed, cross-ties and the weight of rails on the North Carolina Railroad between Goldsboro and Charlotte. Report received through Colonel A. B. Andrews, first vice-president of defendant company, as follows: "The line from Goldsboro to Selma is laid with fifty and sixty pound rail; Selma to Raleigh, sixty-pound rail; Raleigh to Greensboro, sixty and seventy pound rail; Greensboro to Charlotte, eighty-pound rail. The road-bed is in good condition and the ties on all of this line are fully up to the average."

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CITIZENS OF HICKORY *vs.* SOUTHERN RAILWAY COMPANY AND CABOLINA AND NORTH-WESTERN RAILWAY COMPANY.

The citizens of Hickory filed a petition with the Commission as follows:

"Your petitioners, the business men, manufacturers, shippers and receivers of freight at this point, Hickory, N. C., beg to present the following facts:

"First. That the facilities for handling and taking care of freight is entirely inadequate; that the present depot was built here in 1860 and has never been added to or improved. Since the erection of this depot our inhabitants have increased from three people to thirty-five hundred. We have two large sash, blind and door manufacturing companies; we have the largest wagon factory in the South, two large furniture factories, four patent roller flour mills, with the addition of innumerable small manufacturing establishments, all shipping from this point. We have one wholesale grocery house and thirty-three retail dry-goods, groceries, notions, etc. We have one collar factory, two tanneries, one cotton mill, one upholstery establishment and three foundries. The freights received and shipped at this time will average over thirty thousand dollars per month.

"We have had the question of better depot facilities up with the Southern Railway Company for the last five years, and have sent petition after petition to the superintendent and general manager.

"We, your petitioners, beg that if it is in your power that you will come to our assistance and give us such depot facilities as under the circumstances you think we are entitled to. The present depot is not capable of taking care of the incoming freight, and frequently we have valuable shipments of furniture and of mantels, fine dressers and fine interior trim that is shipped locally and is subject to all the inclemencies of the weather, without any protection whatever. We trust you will do all you can to assist us."

Defendant, through Colonel A. B. Andrews, first vice-president, in answer to this petition, stated:

"The question of better depot facilities at Hickory has been under consideration and we have arranged to enlarge the freight depot at that point, and the work will be proceeded with as promptly as practicable."

The petitioners were advised of the answer of defendant, and, the proposed changes not being satisfactory, the petitioners, through the Hickory Board of Trade, filed resolutions adopted, asking, in behalf of the Board of Trade, the merchants, manufacturers and citizens generally, the Commission to institute such proceedings in the premises as would compel the Southern Railway to abandon its present site of freight station and erect a station at such point in the city as the

Commission might select, and asking that a day be fixed for hearing. A day was then fixed for hearing at Hickory, where both petitioners and defendants were represented. After careful consideration the following order was issued:

"It is adjudged that the present depot facilities at Hickory for the handling of freights are insufficient and inadequate, and as at present operated is unsafe; it is therefore ordered that the Southern Railway Company and the Carolina and North-western Railway Company shall provide adequate and safe facilities for the handling of freights at Hickory, N. C., and that work to this end be begun within thirty days from this date."

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#### CITIZENS OF ALMOND *vs.* SOUTHERN RAILWAY COMPANY.

This was a petition by the citizens of Almond, a station on the line of the Murphy Branch of defendant's road, alleging that the accommodations for freight were entirely inadequate for the handling of freight at that station, and asking that the Commission require defendant to erect a new depot of sufficient size and quality as to furnish security and protection for freight. The Commission served copy of petition on defendant company, with the request for answer. At a session of the Commission on December 10th, it appearing that no answer had been filed to the complaint, the following order was issued: "It appearing that the depot accommodations are inadequate and insufficient for the handling and protection of freight at Almond, N. C., it is directed that the Southern Railway Company provide a depot adequate and sufficient for the proper handling of the freight at Almond within sixty days from this date."

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#### NORTH CAROLINA CORPORATION COMMISSION *vs.* SOUTHERN RAILWAY COMPANY.

This was an investigation of the cause of accidents on the Asheville and Spartanburg Division, and also an inspection of the roads of the Asheville and Spartanburg and South Carolina and Georgia Divisions of the Southern Railway. Under date of August 27, 1903, the Commission received a communication from his Excellency Charles B. Aycock, as follows: "The frequent wrecks on the road from Asheville to Spartanburg, near Saluda, would seem to justify your honorable Board in making a thorough investigation. Complaints have reached me about the condition of the road, and I should be glad if you would thoroughly investigate the condition of that part of the road which has given rise to so many accidents." The Commissioners, during the month of September, made a careful inspection of the condition of these roads, and, under date of October 28, 1903, made a report of their investigation to the Governor, as follows:

"As soon as practicable after the receipt of your favor of the 27th of August the Corporation Commission asked for and obtained from Southern Railway Company the number of accidents which had occurred on the railroad from Asheville to Spartanburg, and the time, place and, in a brief way, the circumstances of each.

"From this report it appears that, while there were several accidents, there were only two in which personal injuries were sustained. One of these occurred near Balfour, on June 12, 1903, in which H. C. Cliff, mail clerk, and J. R. Duncan, fireman, were injured.

"The other occurred near Melrose, on August 13th, in which J. H. Averill, Jr., and C. D. Hair, fireman, were killed, and W. B. Sherrill, brakeman, was injured, from which injuries he afterwards died.

"On the 7th of September we investigated the condition of so much of said road as is in this State, and especially the part near Melrose, where the accident occurred on the 13th of August. We are unable to decide what was the cause of the accident, but we believe that it was due to the high speed at which the trains were running. The grade is steep down Saluda Mountain, and from the statements made by the survivors of the crew it appears that they had lost control of the train.

"The derailment occurred just on a curve, and we believe the speed of the train alone was sufficient to have caused the wreck, if indeed it would not have inevitably caused it.

"We enclose you herewith statements made by the survivors of the crew, to-wit, T. A. Howie, conductor; M. P. Trapp, flagman; W. C. Ward and P. A. Bishop, brakemen; and also a copy of the report made by Mr. A. Ramseur, division superintendent, to Mr. S. J. Collins, general superintendent.

"How the crew lost control of the train is not apparent. It appears that the brakes and other machinery of the train were examined at Saluda Station just before beginning the descent of the mountain and were found in good condition.

"The road-bed and track were found to be in fairly good condition. We called upon the railroad company for a report of amount of work done on this road during this year, and this was furnished us October 5th. The railroad company seems to be doing everything in their power to prevent such accidents.

"As before remarked, the grade is steep down Saluda Mountain. In order to keep train under control of crew, six brakemen were kept at the top of the mountain to assist trains descending. As additional precautions, the railroad company is now constructing two hill tracks to prevent runaway accidents. Each of these is 1,500 feet long, located respectively at mile-posts 33.2 and 34.7.

"These hill tracks are connected with the main track by switches and are to be kept open to every train descending the mountains and to be closed to such trains only upon signals from them. These switches are to be operated day and night by a switchman employed for that purpose. If crews were to lose control of trains it is thought that by these means the danger of derailment would be averted.

"The railroad company has also employed two inspectors to inspect the brakes and machinery of each train before descending the mountains, and a conductor, who is stationed at Saluda Station, to conduct trains down the mountain.

"All of this will more fully appear from the report which we enclose herewith, showing the work done and in progress on said road and the amount expended therefor.

"This report has been delayed by reason of the fact that we were informed that Colonel J. H. Averill, father of J. H. Averill, Jr., who was killed, probably could give some information in regard to the accident which occurred on the 13th of August. We wrote and asked him if he could give us any information, but two letters have brought no reply.

"Very respectfully,

"Your obedient servant,

"FRANKLIN MCNEILL,  
"Chairman."

## REPORT OF WORK DONE ON ASHEVILLE AND SPARTANBURG DIVISION.

HONORABLE FRANKLIN MCNEILL,

*Chairman North Carolina Corporation Commission,**Raleigh, N. C.*

DEAR SIR:—Referring to your request to be furnished with a statement showing the amount of work done on the Asheville and Spartanburg Railroad in North Carolina since January 1, 1903, I have had the expenditures carefully compiled and give you below statement showing the amount expended in new work on the line within the limits of the State of North Carolina from January 1, 1903, to September 15, 1903:

## TRACK.

*Rail.*

15.25 miles relaid with new 80-pound steel rail, or 1,910 tons, cost at mills \$28.80 per ton.....	\$55,008.00
5,014 pairs 80-pound rail angle-bars, at \$0.02.....	5,415.12
131 kegs track bolts, at \$5.60.....	733.60
153 kegs track spikes, at \$4.40.....	673.20
Labor laying 15.25 miles track.....	1,525.00
10 split switches, 80-pound rail, at \$30.....	300.00
8 spring frogs, 80-pound rail, at \$52.....	416.00
14 sets switch ties.....	603.37
4 high target stands.....	88.00
1 low target stand.....	10.00
5,630 tie plates, at \$0.09.....	506.70
Total .....	\$65,278.99

*Cross-ties.*

Cross-ties put in main line.....	30,201
Cross-ties put in side-tracks.....	2,694
	32,895 ties, at \$0.35, \$11,513.25
We are now receiving shipment of 15,000 ties for this line, at \$0.35....	5,250.00
Total .....	\$16,763.25

*Ballast.*

16,732.86 cubic yards.....	\$ 9,823.72
Cost of labor and work-train putting ballast in.....	4,911.86
Total .....	14,735.58

*Bridges.*

North Paolet bridge, replaced with D. K. girder span.....	\$ 2,155.77
Green River bridge, now being overhauled, estimated cost of labor and material .....	800.00
Total .....	\$ 2,955.77

*Cast Iron Pipe Culverts.*

M. P. 15, 48 feet 36 inches, C. I. pipe.....	\$372.00	
Labor .....	72.00	\$ 444.00
M. P. 3, 72 feet 24 inches, C. I. pipe.....	\$252.00	
Labor .....	80.50	332.50
M. P. 30.5, 36 feet 20 inches, C. I. pipe.....	\$ 91.00	
Labor .....	32.00	123.00
M. P. 31, 72 feet 12 inches, C. I. pipe.....	\$ 86.48	
Labor .....	60.00	146.48
M. P. 8, 60 feet 48 inches, C. I. pipe.....	\$813.06	
Labor .....	75.00	888.06
M. P. 32, 60 feet 36 inches, C. I. pipe.....	\$466.20	
Labor .....	98.50	564.70
Total .....		\$2,498.74

## SIDE-TRACKS.

Tryon, N. C. Passing track extended 800 feet.	
Cost of labor and material.....	\$ 502.91
Buena Vista. New passing track 2,000 feet long.	
Grading done .....	1,202.40
Estimated cost of track.....	2,633.35
Fletchers. Passing track 2,100 feet long.	
Grading done .....	300.00
Estimated cost of track.....	2,025.18
Flat Rock. Passing track extended 650 feet.	
Grading done .....	160.00
Estimated cost of track.....	654.49
Flat Rock. House track 700 feet long.	
Grading done .....	50.00
Estimated cost of track.....	718.96
Saluda. Passing track extended 650 feet.	
Grading done .....	80.00
Estimated cost of track.....	651.29
Saluda. House track 900 feet long.	
Grading done .....	92.00
Estimated cost of track.....	1,050.00

## DEPOTS.

Saluda, N. C. New depot and landing.....	\$ 2,518.00
In addition to the above figures, cost of removing slide which came in on main line near Melrose.....	6,107.89
Cost of repairs to structures and road-bed damaged by high water.....	4,792.78

Following additional precautions have been taken to prevent runaway accidents on Saluda Mountain:

Two hill tracks located respectively at mile-posts 33.2 and 34.7, 1,500 feet long each, are now being put in; estimated cost, \$3,771.88 and \$5,290.88 respectively—\$9,062.76.

These tracks will be laid with new 80-pound steel rail, first-class cross-ties, frogs and switches, same as used in main line.

One night and one day switchman will be placed at each track, to be kept there at all hours, and will be paid salary of \$50 per month each, causing additional expense of \$200 per month.

We have also put on a hill conductor, who will supervise the handling of trains down Saluda Mountain, at a salary of \$100 per month.

One night and one day inspector at Saluda, at a salary of \$50 per month each. These men have been put on since runaway accident which occurred on August 13, 1903.

Prior to that time we had located at Saluda six hill brakemen, at salary of \$50 per month each. These will be continued in addition to the expenses above mentioned.

## SUMMARY.

Rail, fastenings and tie-plates.....	\$ 65,278.99
Cross-ties .....	16,763.25
Ballast .....	14,735.58
Bridges .....	2,955.77
Culverts .....	2,498.74
Tracks constructed .....	502.91
Unfinished tracks .....	1,884.40
Tracks in progress .....	7,733.27
Depots .....	2,518.00
Hill tracks .....	9,062.76
Cost of removing slide.....	6,107.89
Cost of repairing damage caused by high water.....	4,792.78
Total .....	\$134,834.34

In connection with the efforts being made on the part of this company to prevent accidents on Saluda Mountain, I call your particular attention to the additional cost we will be put to in the nature of switchmen, hill conductor and inspectors.

From the above enumeration you will note that as soon as the two hill tracks are completed we will have a night and day watchman at each, representing four men employed at \$50 each per month, or \$200 per month. We have also put on what is known as a hill conductor at \$100 per month and one day and one night inspector at Saluda at a salary of \$50 each per month, making an additional expense of \$400 per month on account of all necessary precaution to prevent accidents.

In addition to the above, you will note that we have always had six hill brakemen at a salary of \$50 per month each, and these brakemen will be continued in addition to the expenses above mentioned.

In other words, we are at an expense of \$700 per month on account of precaution in handling trains over Saluda Mountain.

You expressed a desire to have a full report in regard to the accident near Melrose, in which engineer, fireman and front brakeman were killed.

I know of no fuller report than the one taken at the investigation by the superintendent, and I enclose herewith a letter from Superintendent Ramseur to General Superintendent Collins, dated August 29, 1903, and a copy of the stenographic report of the investigation.

I also attach copy of the investigation of the accident which occurred on July 12th, caused by a runaway train, which accident did not result in personal injury.

If there is any additional information you desire with respect to this line I shall be glad to endeavor to furnish it.

Yours very truly,

Enclosures.

A. B. ANDREWS,  
*First Vice-President.*

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REPORT OF SUPERINTENDENT.

ASHEVILLE, N. C., August 29, 1903.

MR. S. J. COLLINS,

*General Superintendent.*

DEAR SIR:—Confirming my telegram of August 13, 1903, 2:15 P. M. that date, near Melrose, N. C., train 362, engine 446, Conductor T. A. Howie, Engineer J. H. Averill, Jr., lost control of train while descending Saluda Mountain, train attained high rate of speed and derailed on curve in cut below Melrose, badly damaging engine 446 and Southern coal cars 62425 and 72874, and S. A. L. coal cars 31546, 31641, 30282, 30291, 30204, 30370, 31587, and Southern coal cars 71756 and 70533. Damaged cars loaded with coal, which was spilled on ground.

J. H. Averill, Jr., engineer, killed.

C. D. Hair, white, fireman, killed.

W. B. Sherrill, white, front brakeman, both legs crushed, and he died later from injuries.

Remains of the three employees prepared for burial at expense of this company.

A thorough investigation of this accident develops the following facts: Train 362, thirteen coal cars, two box cars and caboose, en route to Spartanburg Junction, left Asheville about 6 A. M., August 13th. They had a first-class trip from Asheville to Saluda, at which point it is customary for all trains to stop and make careful inspection of brakes before beginning descent of Saluda Mountain. On the date in question train 362 arrived Saluda about 1:30 P. M. The second section of train 63 had gone down mountain shortly before they arrived at Saluda, and, besides the time usually consumed in the examination of brakes, 362 had to wait at Saluda until the two mountain brakemen who assisted train 262 down Saluda grade returned to Saluda Station to help them (362) down the grade. While waiting for these brakemen the entire crew, except fireman, assisted in the examination of the brakes. All of the living members of the crew state that the brakes were apparently in first-class condition, and when they left the top of Saluda Mountain they felt that the brakes were perfectly safe to control speed of train descending the heavy grade. During the inspection of the brakes at Saluda Engineer Averill assisted materially, he himself going under the cars and making personal examination of the brake chains, dead levers, etc.

The train made good start from top of mountain, under perfect control, and had good trip down mountain until train reached point near the thirty-three mile-post, or a distance of a mile and a fourth from top of grade. At this point the crew state that the cars began to pick up speed. The crew, including conductor, state that they doubled on the brakes from one end of the train to the other, making every effort in their power to regain control of the train, but they were unable to do so, and the cars attained high rate of speed, continuing down grade until train reached curve in cut short distance below Melrose, at which point engine and eleven coal cars derailed. Engineer Averill and Fireman Hair were buried under the wreckage and bodies not recovered until the next morning. Brakeman Sherrill, who was riding three or four cars from engine at time of derailment, was caught between car and tender of engine, crushing both legs. He was taken to Saluda, where both legs were amputated below the knees, but he died at 9 P. M. August 14th.

Investigation shows that all the usual precautions were taken by the crew before the train left Saluda on descent of grade. Crew consisted of conductor, flagman and front brakeman, together with two helper brakemen who boarded train at Saluda. These men applied brakes from the start, and investigation does not show that any one of them failed in their duty, nor did they desert train when they saw that they had lost control of it.

The conductor and trainmen state that when the train first began to pick up speed on straight near the thirty-three mile-post that engineer reversed engine and worked steam in back gear, but it had no effect towards regaining control of the train.

Seven (7) of the derailed cars were S. A. L. coal cars, 80,000-pound capacity. In the investigation Mountain Brakeman W. C. Ward states that in applying brakes on the S. A. L. coal cars ratchets on brake-staffs on five of the cars slipped, rendering the brakes useless. When the brakes were inspected at Saluda nothing was found wrong with the braking apparatus on the S. A. L. cars.

At the time control of train was lost there was a slight rain falling—sufficient to make the rails wet and slick.

Yours truly,

.....  
Superintendent.

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#### SPECIAL ORDER No. 1.

*To all concerned:*

Effective at once, the following rules will govern the handling of trains on heavy grades east of Saluda, east and west of Balsam, east and west of Red Marble Gap, between Canton and Turnpike, and *between Terrell and Old Fort*:

Before beginning the descent, all trains must come to a stop. Trainmen will examine all hand-brakes and air-brakes to see that they are in working order, as per Rule "E." A car with defective air or hand brakes must be set out and repaired before car can go forward. Before starting, handles of all retaining valves must be turned up, and air-brake applied to get the benefit of the retainers. Before making first reduction, handle of engineer's valve to be in full release position, so as to get main reservoir pressure in train line.

*The speed of descending trains will be controlled entirely by hand-brakes. If*

*the retaining-valve pressure and the application of hand-brakes is not sufficient to control train, engineers will apply the driver brake on engines that are equipped with independent valve for driver brake. If this is not sufficient, driver brake is to be released and reverse lever used to check speed and bring train under control. If all of the above-mentioned appliances fail to control train, then, and in such cases only, will engineers use air. The air must be held to use as a last resort.*

In case a freight train ascending the hill from Melrose to Saluda should stall, or have to stop from any cause whatever, and cannot pull their train away, such train must not attempt to back its train to Melrose, but all hand-brakes must be securely set, and the entire crew, including crews of both engines, notified that the head engine will cut off, and take as many cars up the hill as they can start and pull without having to back up to start. Before attempting to double, the crew must be absolutely certain that the brakes on the rear portion of the train will hold, before cutting off. On the return of this engine to the rear portion of the train, they must move very slowly and carefully, and a man with signals must be left at least one-half mile distant from the front end of the train. This order will also apply to any other points where helpers are used, and also when trains are handled with one engine.

On the hill between Swannanoa Tunnel and Old Fort *all freight trains* must be brought to a standstill one-half way down the hill, for at least ten minutes, for the purpose of cooling the wheels.

Upon arrival at foot of grades, trainmen will make a careful inspection of running gear and wheels, examining the latter especially for cracked plates.

Freight trains will use the time allowed freight trains between stations, as shown on time table.

Whenever freight trains are not helped up these hills by pusher engines the last three cars and caboose in the train must have hand-brakes in good working order. Freight trainmen must ride on top of trains ascending and descending these grades.

Passenger trains, before ascending these grades, will come to a stop and test air. Under no circumstances whatever will the rear car of a passenger train be hauled up these grades if the air is not working on it. It must be switched in ahead of a car with the air in good working order. If the air cannot be worked through a car it must be set out.

*All east-bound passenger, excursion and special trains must come to a stop at Graphiteville, on Blue Ridge Mountain, for the purpose of examining wheels and running gears, and cooling wheels.*

Hereafter passenger-helping engines *on Saluda Mountain* will be placed at the rear end of train instead of front end. The air-brake between last car and helping engine must be coupled up and stop-cock under engineer's valve on helping engine shut. *On Blue Ridge Mountain passenger-helping engines will be placed at front end of train as heretofore.*

Note changes in rules written in italics.

Destroy all copies of General Order No. 1, August 18, 1903, and bulletin of July 21, 1903.

RAMSEUR,  
Superintendent.

WILLIAM LOVE *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint of excessive passenger rates. Adjusted.

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HUNSUCKER *vs.* CAROLINA AND NORTH-WESTERN RAILWAY COMPANY.

Complaint of excessive freight rate on logs. Adjusted by correspondence.

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SCULL & COMPANY *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Claim for damage sustained on account of failure of defendant to deliver a shipment of holly from Cronly, N. C., to New Jersey within a reasonable time. It appearing that the shipment was one of interstate commerce and without the jurisdiction of the Commission, case was dismissed.

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SANDERS *vs.* ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

Claim for overcharges on a shipment of water. Claim adjusted and case closed.

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R. E. BROWN *vs.* SEABOARD AIR LINE RAILWAY.

Claim for damages. Closed by correspondence.

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McKEITHAN *vs.* SEABOARD AIR LINE RAILWAY.

Claim for damage. Dismissed for want of jurisdiction.

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WENNONAH COTTON MILLS *vs.* SOUTHERN RAILWAY COMPANY.

Complaint and claim for damage on account of delay in forwarding shipment of freight. Adjusted.

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WALKER *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of freight rate on singletrees, and asking that the Commission change the classification. Freight rate adjusted and classification changed to the satisfaction of complainant.

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B. F. SPRUILL *vs.* NORFOLK AND SOUTHERN RAILROAD COMPANY.

Application for damage on account of lost freight. Claim paid and case closed.

ELI A. CRAVEN & SON *vs.* SOUTHERN RAILWAY COMPANY.

Claim for damage on account of failure of defendant to transport shipment of engines within a reasonable time. Complainant is advised that he should bring action in the courts for the relief desired.

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CITIZENS OF BOONVILLE *vs.* SOUTHERN RAILWAY COMPANY.

This was a petition asking for the establishment of depot agency at Crutchfield, a station on the line of defendant's road. Petition granted and case dismissed.

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B. E. GREEN *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of overcharge in passenger rate. Adjusted by correspondence.

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L. B. WILBAR *vs.* SOUTHERN RAILWAY COMPANY.

This was a petition for depot facilities at Addie, a station on the line of defendant's road. Petition granted and case dismissed.

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A. H. SLOCOMB *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of failure of defendant to furnish freight rates. Adjusted by correspondence.

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BRIDGERS & FORBES *vs.* EAST CAROLINA RAILWAY COMPANY.

Claim for lost freight. Dismissed for want of jurisdiction.

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CITIZENS OF GOLDSTON *vs.* SOUTHERN RAILWAY COMPANY.

Petition for additional sidings. Granted.

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W. F. WOOD *vs.* SOUTH CAROLINA AND GEORGIA EXTENSION RAILROAD COMPANY.

Complaint for overcharge. Complainant in this case failing to furnish bill of lading, freight receipt and information desired for investigation, case was dismissed.

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G. W. MOORE & COMPANY *to* THE COMMISSION.

Petition for siding. Petition withdrawn. Case closed.

**HUTTON & BOURBONNAIS vs. CALDWELL AND NORTHERN RAILROAD COMPANY.**

Complaint for overcharge. Adjusted by correspondence satisfactorily to complainants.

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**TOWN OF WASHINGTON vs. ATLANTIC COAST LINE RAILROAD COMPANY.**

Complaint of passenger accommodations on the Washington Branch of the Atlantic Coast Line Railroad, in that separate coaches are not provided for the white and colored races. It appearing in this case that defendant had been exempted from the provision of "An act to promote the comfort of travelers on railroad trains and for other purposes," and answer of defendant having been furnished complainant, with request for further advice, and no answer having been received to this communication, case was dismissed.

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**COUNTY OF RUTHERFORDTON vs. SEABOARD AIR LINE RAILWAY.**

This was a complaint against defendant complaining of the condition of defendant's road between Charlotte and Rutherfordton, in that the track, ties and road-bed were in such condition that it endangered the life and limb of every passenger and employee on every train they run over said road. This complaint was served on defendant company, with request that the road be put in good condition without delay. Defendant, through E. Berkeley, superintendent, answered that the order of the Commission would be complied with; and at a session of the Commission, February 24, 1903, it appearing that the old iron rail upon this road had been replaced with sixty-pound steel rail and that new cross-ties had been placed along the line where needed, and that the road had been improved and put in better condition; and it further appearing that there was no further cause for complaint, case was closed.

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**CITIZENS OF ROPER vs. NORFOLK AND SOUTHERN RAILROAD COMPANY.**

Complaint of discrimination in freight rates to Roper, N. C., from Baltimore and other points in favor of Plymouth and Washington. It appearing upon investigation that the rates complained of are interstate commerce and that the rates had been approved by the Interstate Commerce Commission, case was dismissed.

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**W. T. BROWN to THE COMMISSION.**

Application for freight rate on sand. Adjusted by correspondence.

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**HUNTER vs. CAPE FEAR AND NORTHERN RAILROAD COMPANY.**

Complaint of discrimination in freight rate on cotton. Adjusted.

GOLDSBORO BUGGY COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint in this case alleged a shipment of buggy with order notify, bill of lading with draft attached, drawn through bank, and that defendant's agent delivered the buggy without bill of lading, and claimant asked that defendant pay to him the value of the buggy. It appearing that the Commission had no jurisdiction of the subject-matter of complaint, complainant was advised that his redress was in the courts. Case was dismissed.

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J. F. WADE *vs.* ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

Claim for lost shipment of freight. Adjusted by correspondence.

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GOLDSBORO BUGGY COMPANY *vs.* ATLANTIC COAST LINE  
RAILROAD COMPANY.

Complaint of minimum freight charge on package shipments weighing less than one hundred pounds. Adjusted by issuance of Circular No. 30.

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FITZHUGH LUMBER COMPANY *vs.* ATLANTIC COAST LINE  
RAILROAD COMPANY.

Application for siding facilities. It appearing that defendant had given the relief desired, case was dismissed.

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T. W. ANDREWS *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of the failure of defendant to route shipments as directed by plaintiff. Adjusted.

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D. L. GORE & COMPANY *vs.* SOUTHERN BELL TELEPHONE COMPANY.

Complaint of telephone service. Complaint withdrawn.

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SLOCOMB COOPERAGE COMPANY *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of freight rate on vegetable crates and empty barrels. Adjusted.

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SNEAD *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Claim for damage on account of lost shipment of hams. Claim paid and case closed.

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CITIZENS OF CLYDE *vs.* SOUTHERN EXPRESS COMPANY.

Complaint of express service. Adjusted.

LEXINGTON GROCERY COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of crossing at depot causing delay in the delivery of freight. Dismissed.

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PEELE & COMPANY *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of the failure of defendant to move freight promptly. Letter to complainant enclosing Circular No. 36, giving information desired.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for authority to apply a freight rate of 45 cents per ton of 2,000 pounds in car-load quantities on clay from Madison to Pomona and Greensboro. Granted.

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GIBBS & COMPANY *to* THE COMMISSION.

Complaint of freight rate on brick. It appearing that the rates complained of were interstate commerce and not within the jurisdiction of the Commission, case was dismissed.

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DAVIS, SPARGER & COMPANY *vs.* SEABOARD AIR LINE RAILWAY.

Claim for lost shipment of freight. Claim paid by defendant and case closed.

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RAGAN *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of discrimination in freight rate on chair stock from Trinity, N. C., to Gardner, Mass. Dismissed for want of jurisdiction.

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CITIZENS OF LUMBERTON *vs.* ATLANTIC COAST LINE RAILROAD COMPANY AND CAROLINA NORTHERN RAILROAD COMPANY.

This was a petition asking that defendants be required to put in a Y track at Proctorville, a junction of the South-eastern Branch of the Atlantic Coast Line Railroad Company and the Carolina Northern Road, so that car-load freights could be transferred from one road to the other. It appearing that defendants were willing to grant the relief asked, case was closed.

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DAVIS *vs.* EAST CAROLINA RAILWAY COMPANY.

Complaint of overcharge. Dismissed.

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PIEDMONT WAGON COMPANY *to* THE COMMISSION.

Complaint of classification of wagons. Adjusted.

MADISON GROCERY COMPANY *vs.* NORFOLK AND WESTERN  
RAILWAY COMPANY.

Complaint of discrimination in freight rates. It appearing that the rates complained of were interstate commerce and not within the jurisdiction of the Commission, case was dismissed.

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YOPP *vs.* SOUTHERN EXPRESS COMPANY.

Complaint of excessive express charges on money. Adjusted.

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CITIZENS OF LUMBERTON *vs.* SEABOARD AIR LINE RAILWAY AND  
THE ATLANTIC COAST LINE RAILROAD COMPANY.

This was a petition asking that defendants be required to make close connection of their trains at Pembroke, a junction point of lines of defendants' roads. After consideration, it appearing that the afternoon connection between the trains of these roads was practicable, it was ordered that the connection be made. Case closed.

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R. B. PETERS GROCERY COMPANY *vs.* ATLANTIC COAST LINE  
RAILROAD COMPANY.

Complaint of overcharge on package shipments weighing less than 100 pounds from Baltimore to Tarboro. Dismissed for want of jurisdiction.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for authority to apply a schedule of freight rates on all classes between Raleigh and Henderson as in effect over the Seaboard Air Line Railway, the shorter line. Granted.

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J. B. FALES *vs.* SOUTHERN EXPRESS COMPANY.

Complaint of increased express rate on shipments of fish. Adjusted.

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J. W. COPELAND *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of failure of defendant to have bulletined the arrival and departure of trains, in accordance with the rule of the Commission. It appearing that defendant had promised to have the rules observed in the future, and no further relief being asked, case was dismissed.

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CAPE FEAR LUMBER COMPANY *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of overcharge on a shipment of railroad iron. It appearing that there was no overcharge in this case, case was dismissed.

CHARLOTTE BRICK COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of excessive freight rate on brick. It appearing that the rates had been satisfactorily adjusted by defendant with complainant, case was closed.

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OSCAR HIGH *vs.* SEABOARD AIR LINE RAILWAY, SOUTHERN RAILWAY COMPANY AND THE ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint of excessive freight rate and claim for overcharge on shipment of machinery between Statesville and Wilmington. Overcharge refunded and case closed.

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J. A. TAYLOR *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint of the refusal of defendant to receive and forward freight. Adjusted by correspondence.

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BURKE TANNING COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of freight rate on tan bark. Adjusted by correspondence.

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WILLIS OWENS *vs.* NORFOLK AND SOUTHERN RAILROAD COMPANY.

Complaint of overcharge on shipment of freight from Baltimore to Edenton. Dismissed for want of jurisdiction.

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JOHN R. MOORE *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint of excessive freight rate on curbing. Adjusted.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for authority to apply a freight rate of \$1.00 per thousand on brick, car-load minimum 10,000 brick, from Raleigh to Clayton. Granted.

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J. S. BOGGS *vs.* ABERDEEN AND ASHBORO RAILROAD COMPANY.

Complaint of excessive freight rate and overcharges on shipments from beyond the limits of the State. Dismissed for want of jurisdiction.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for authority to apply a freight rate on fire brick in car-load quantities, 3,000 pounds, from Emma, N. C., to Greensboro to Goldsboro inclusive, Durham to Henderson inclusive, Greensboro to Sanford inclusive, Ashboro Branch

and Norwood Branch at 12 cents per hundred pounds; and from Charlotte to Greensboro and from Marion to Salisbury, Mocksville Branch, and Statesville to Charlotte inclusive, 10 cents per hundred pounds. Application granted.

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J. J. JENKINS *vs.* SOUTHERN EXPRESS COMPANY.

Complaint of the refusal of defendant to receive express packages after departure of trains. Satisfactorily adjusted and complaint withdrawn.

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NORTH CAROLINA PINE ASSOCIATION *to* THE COMMISSION.

This was an application asking the Commission to authorize the various railroad companies in the State to grant free transportation for persons traveling in the interest of the North Carolina Pine Association. It appearing that the Commission was not authorized by the Corporation Commission Act to grant the relief asked, case was dismissed.

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A. H. SLOCOMB *vs.* SEABOARD AIR LINE RAILWAY.

Complaint of excessive freight rate on empty barrels. Adjusted.

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NORTH CAROLINA CORPORATION COMMISSION *vs.* SEABOARD  
AIR LINE RAILWAY.

This was an application to the Commission asking that defendant be required to provide first and second-class accommodation on its night train between Hamlet and Wilmington. Defendant being called upon to answer complaint expressed a willingness to grant the relief asked for, and no further action being required, case was dismissed.

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PAT CHAPPELLE *to* THE COMMISSION.

Complainant in this case alleged excessive charge by defendant in the transportation of his troop, "A Rabbit Foot Company." Upon investigation, it appearing that there was no necessity for a change in the rates charged for the present, case was dismissed.

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S. M. GATTIS *vs.* WESTERN UNION TELEGRAPH COMPANY.

Complaint of overcharge on telegraph message between Hillsboro and Shelby. It appearing that the overcharge had been refunded and that same was made through error of agent, case was closed.

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ALBEMARLE STEAM NAVIGATION COMPANY *to* THE COMMISSION.

This was an application asking the approval of the plans submitted and proposed for the separation of the white and colored races on petitioner's boats. Granted.

ELMIRA COTTON MILLS COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Claim for damage on account of lost shipment of cotton. Claim adjusted and case closed.

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JOHN G. YOUNG *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of the manner of defendant's weighing of coal and claim for shortage on a shipment coming from beyond the limits of the State. It appearing that the subject matter of the complaint was not within the jurisdiction of the Commission, complainant was advised that his redress would be in the courts.

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B. F. SMITH *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Complaint of excessive freight charge on package shipments coming from beyond the limits of the State. Dismissed for want of jurisdiction.

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BALFOUR QUARRY COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of excessive freight rate on curbing from Granite Quarry, N. C., to Harrisburg, Pa. Dismissed for want of jurisdiction.

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MADISON GROCERY COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of freight service between Greensboro, N. C., and Madison, N. C. Defendant, in answer to the complaint, stated that an extra car had been placed on this division for the handling of freight to Madison, and that in the future there would be no further cause for complaint. Case closed.

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HORNER W. STYRON *vs.* NORFOLK AND SOUTHERN RAILROAD COMPANY.

Claim for loss sustained on freight burned in depot. Adjusted by correspondence.

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DICKINSON & BROTHER *vs.* ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

Complaint of overcharge on shipment of butter. Dismissed for want of jurisdiction, as the shipments were from beyond the limits of the State, and the rates charged were in accordance with the rates approved by the Interstate Commerce Commission.

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BURKE TANNING COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of excessive freight rate on leather between Morganton, N. C., and Rochester, N. Y. Upon investigation, it appearing that the rates were interstate

commerce and in accordance with the rates filed with the Interstate Commerce Commission, case was dismissed.

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C. M. McCLUNG & COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of proposed change in schedule of train No. 18 on the Murphy Branch. Adjusted by correspondence.

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JAMES A. SANDERS *vs.* SOUTHERN RAILWAY COMPANY.

Claim for damage. Dismissed.

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COMPLAINTS FOR FAILURE TO FURNISH CARS.

The following are complaints against defendant railroad companies to procure and supply cars for the prompt transportation of freight:

Wall & Spencer *vs.* Southern Railway Company.

T. W. Mason *vs.* Seaboard Air Line Railway.

Wall & Company *vs.* Southern Railway Company.

Edward E. Pugh *vs.* Southern Railway Company.

Davidson-Dunlap Manufacturing Company *vs.* Southern Railway Company.

J. M. Buck Lumber Company *vs.* Southern Railway Company.

Gate City Furniture Company *vs.* Southern Railway Company.

Tate Furniture Company *vs.* Southern Railway Company.

Elk Furniture Company *vs.* Southern Railway Company.

Davidson-Dunlap Manufacturing Company *vs.* Southern Railway Company.

W. F. White *vs.* Southern Railway Company.

Gate City Furniture Company *vs.* Southern Railway Company.

Eagle Furniture Company *vs.* Southern Railway Company.

W. L. Taylor *vs.* Southern Railway Company.

Brawley & Smith *vs.* Southern Railway Company.

Hunter & Olive *vs.* Seaboard Air Line Railway.

A. B. Coltrane *vs.* Southern Railway Company.

National Furniture Company *vs.* Southern Railway Company.

W. C. Bright *vs.* Seaboard Air Line Railway.

Acme Manufacturing Company *vs.* Seaboard Air Line Railway.

Spencer & Company *vs.* Southern Railway Company.

Sirratt Bros. *vs.* Southern Railway Company.

E. L. Shuford Manufacturing Company *vs.* Southern Railway Company.

Jackson Lumber Company *vs.* Southern Railway Company.

National Furniture Company *vs.* Southern Railway Company.

Cannon & Fetzer Company *vs.* Southern Railway Company.

Referring to the above complaints of the failure of defendant railroad companies to provide cars for the prompt movement of freight, after being called upon by the Commission, the railroad companies have in most cases furnished the cars applied for by the complainants. Shippers were also advised that the rules of the Commission provided penalties for failure of railroad companies to furnish

cars, and that the statute laws also provided penalties and damages for the failure of railroad companies to receive and forward freight within a limited time. Copies of rules furnished complainants.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for authority to move free three barrels of clay from Madison to Statesville for experimental purposes. Granted.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for authority to apply a freight rate on crushed stone from Granite Quarry, N. C., to Charlotte, at 3 cents per hundred pounds; on curbing 3½ cents per hundred pounds—car-load minimum, 40,000 pounds. Granted.

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H. W. FITCH *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of failure of defendant to transport a car-load of lumber to destination within a reasonable time. Adjusted by correspondence.

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STANDARD CHAIR COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Claim for overcharge on shipments of logs. Adjusted.

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HIGH POINT FURNITURE MANUFACTURING COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Petitioners in this case complained that defendants had raised their freight rates on oak and poplar logs, eight feet and under in length, and asked that the Commission require them to restore the previous rates in effect, and ship such logs at the same rate of freight as applied on hickory, persimmon, dogwood and gum logs. After hearing and consideration, it was ordered by the Commission that defendant apply the freight rate on logs in the rough as were being applied by this system of roads before March 4, 1903, and the issuance of Circular No. 32, and as promulgated by Lumber Issue Circular No. 3086, effective from May 3, 1902.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Petitioner in this case filed, and asks for the approval of the Commission, a schedule of freight rates on hickory, oak, poplar, maple, birch and pine logs, eight feet and less in length, being the same schedule of rates as set out in Circular No. 32 of the Commission, and asking for its adoption, alleging as follows: "In making out these figures we have taken into account that dogwood and persimmon logs can be used for a few purposes only, principally the manufacture of

shuttle blocks, shuttles and spools. A cord of poplar wood yields about 3,000 feet board measurement, one-quarter of an inch in thickness, and prior to the 10th of June paid \$8.50 per thousand; since the 10th of June, they have materially increased the prices paid for these logs. The maximum difference which we propose as between hickory, oak, etc., and dogwood, is only \$2.50 per car, which is equivalent to about 25 cents per thousand." The Commission having heard argument, and after careful consideration, denied the petition.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

This was an application on part of petitioner asking the Commission to adopt for its road a new schedule of freight rates on tan-bark, as filed. Upon investigation, it appearing that the proposed rates were higher than the present rates in effect, and it appearing that the present rates were reasonable, the petition was denied.

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SOUTHERN RAILWAY COMPANY *to* THE COMMISSION.

Application for readjustment of freight rate on brick between Greensboro and Mebane and University and Durham. Denied.

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BULLOCK *vs.* SEABOARD AIR LINE RAILWAY.

Claim for damage to buggy in shipment. Adjusted and claim paid.

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SEABOARD AIR LINE RAILWAY, SOUTHERN RAILWAY COMPANY, ATLANTIC COAST LINE RAILROAD COMPANY AND NORFOLK AND WESTERN RAILWAY COMPANY *to* THE COMMISSION.

This was an application on part of petitioners asking that the Commission authorize an increase in the minimum weight on fertilizers between points in North Carolina, making the car-load minimum fifteen tons instead of ten tons. Petitioners alleged that the increased capacity of cars and the increased demand for equipment had within the past year or so resulted in increased car-load minimums throughout the country. That the 30,000 minimum on fertilizers applied in Georgia, Virginia, Florida and other States, and alleged further, that the present car-load minimum of 20,000 was unnecessarily low and worked a hardship on the transportation lines of North Carolina by preventing the exercise of proper economy in the use of cars by shippers, in that under the rule of the Commission the shippers are allowed the privilege of using an entire car for ten tons of freight, when the capacity of the cars permit the loading of fifteen tons or more. This matter was carefully considered by the Commission, and after correspondence with various shippers of fertilizers throughout the State, it came to the conclusion that it was not unreasonable to require a minimum of ten tons for a car-load of fertilizers, and that the petition ought not to be granted. Petition denied.

J. C. DOUGH & COMPANY *vs.* NORFOLK AND SOUTHERN  
RAILROAD COMPANY.

Claim for damage on account of lost shipment of fish to the amount of \$23.85.  
Claim paid by defendant and case closed.

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GEORGE H. BELLAMY *vs.* SEABOARD AIR LINE RAILWAY.

This was an application by the citizens of North-west Township in Columbus County, asking that defendant be required to provide a shed or depot at Phoenix, a station on the Carolina Central Railroad, for the purpose of handling freight. Defendant, in answer to complaint, expressed a willingness to arrange a shed for taking care of freight, and this being satisfactory to the petitioners and no further relief being asked, case was closed.

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CITIZENS OF STEDMAN *vs.* WESTERN UNION TELEGRAPH COMPANY.

This was an application asking that defendant be required to establish a telegraph office at Stedman, a station on the line of the Atlantic Coast Line Road. Upon investigation, it appearing that the business would not justify the expense of a telegraph station, case was dismissed.

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CITIZENS OF LINCOLNTON *vs.* SEABOARD AIR LINE RAILWAY AND  
THE CAROLINA AND NORTH-WESTERN RAILWAY COMPANY.

This was a petition asking that defendants be required to erect a union passenger depot at Lincolnton, a junction point of defendant roads. Answers of defendants were received, stating that the conditions existing at Lincolnton did not require a union station, nor that the business at that point would justify the expense incident to its erection. At a subsequent session of the Commission, it appearing that petitioners desired to withdraw the complaint, leave to withdraw was given and case closed.

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GOLDSBORO BUGGY COMPANY *vs.* ATLANTIC AND NORTH CAROLINA  
RAILROAD COMPANY.

This was a claim for damage to shipment of buggies. Complainant in this case was advised that action for redress would be in the courts.

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I. L. COUNCILL *vs.* SOUTHERN RAILWAY COMPANY.

This was an application for siding facilities. After consideration, an order was issued in this case as follows: "It appearing to the Commission from the letter of the complainant, which has not been contradicted, that the Southern Railway agreed to place the siding desired by complainant, provided complainant would furnish right of way, cross-ties and do the necessary grading; and it appearing that he has complied with his part of the contract and condition<sup>s</sup>, it is therefore directed that the Southern Railway Company furnish the siding necessary for the handling of complainant's lumber within sixty days from date of order."

CITIZENS OF DIXON *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

This was a petition of the citizens of Onslow County, along the New Bern Branch of the Atlantic Coast Line Railroad, asking that the Commission require defendant to construct and maintain suitable and separate waiting rooms at Dixon station for the white and colored races, and alleging that at present there were no waiting rooms at all. It appearing that the business at that place would not justify the expense of a regular passenger station, and it appearing further that defendant had given instructions to have a platform built for the use of passengers in taking trains at that place, case was closed.

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L. L. WINDER & COMPANY *vs.* NORFOLK AND SOUTHERN RAILROAD COMPANY.

Claim for lost freight. Adjusted by correspondence.

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MOUNT AIRY FURNITURE COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

Complaint of facilities for the weighing of car-loads of furniture. Adjusted by correspondence.

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CITIZENS OF JONESBORO *vs.* SEABOARD AIR LINE RAILWAY AND THE ATLANTIC AND WESTERN RAILWAY COMPANY.

This was a petition asking that defendants be required to make proper track connections at Sanford, a junction point on defendants' roads, so that goods might be shipped *via* Sanford and the said railroads to and from Jonesboro; and that said defendants be required to accept shipments of freight from each other. Defendant Atlantic and Western Railway, in answering the complaint, agreed to grant the relief asked for, and at a session of the Commission, December 7th, it appearing that defendant Seaboard Air Line Railway had failed to answer the petition, and no objection having raised to the granting of relief asked for, it was ordered that the prayer of the petitioners be granted—that is, that the Seaboard Air Line Railway and the Atlantic and Western Railway Company shall make proper track connection at Sanford for the transfer of freights between their respective lines, and that the expense be divided equally between the two roads.

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J. S. COOK *to* THE COMMISSION.

Complaint of storage and demurrage rules. Closed by correspondence.

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COOPER BROS. *vs.* ATLANTIC COAST LINE RAILROAD COMPANY.

Claim for overcharge on shipment of marble. Overcharge allowed and claim paid.

*M. E. WORRELL vs. SEABOARD AIR LINE RAILWAY.*

Complaint of failure of defendant to move shipments promptly. Closed by correspondence.

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*R. L. DIXON vs. SOUTHERN RAILWAY COMPANY.*

Complaint of excessive freight charges on package shipments. It appearing that the shipments were interstate commerce and not within the jurisdiction of the Commission, case was dismissed.

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*S. M. & W. J. YOUNG vs. NORTH CAROLINA CAR SERVICE ASSOCIATION.*

Claim for wrongful demurrage charge. Claim withdrawn.

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*D. A. TOMPKINS vs. CAROLINA AND NORTH-WESTERN RAILWAY COMPANY.*

Complaint of discrimination. It appearing that the shipments complained of were interstate commerce and not within the jurisdiction of the Commission, case was dismissed.

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*THOMAS J. MITCHELL vs. NORFOLK AND SOUTHERN RAILROAD COMPANY.*

Claim for damage to shipment of buggies. This matter was investigated by correspondence, and it appearing that the damage occurred on lines beyond the limits of the State and without the jurisdiction of the Commission, case was dismissed.

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*A. A. CLARK & COMPANY vs. SEABOARD AIR LINE RAILWAY.*

Complaint of overcharge on shipment of corn. It appearing that the rates charged were in line with the tariff allowed, and there being no overcharge, case was dismissed.

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*CITIZENS OF LAURINBURG vs. SEABOARD AIR LINE RAILWAY.*

This was a petition by the citizens of Laurinburg complaining of the lack of passenger accommodations at said station, and asking relief from the present conditions; that passengers had to board and alight from trains at the freight depot, a quarter of a mile from railroad crossing of Main street, and to pass to and fro between passenger and freight cars, the length of passenger trains, which cars are so close together that parties cannot pass abreast. That there was no protection in bad weather, and it was impossible to hold umbrellas over ladies and children. Frequently freight trains were on the track and almost invariably freight cars were standing, if not in motion, on the side tracks; that lives were endangered almost daily. This matter was called for hearing, when petitioners and defendants were represented by counsel, and case con-

tinued from time to time. The Commission visited Laurinburg in person to view the situation.

At a session of the Commission October 4, 1903, this case was called, and it appearing from letter of defendant that the depot building had been enlarged so that it gave about twice the space as before in each waiting room for passengers, and it further appearing that the facilities had been so much improved, and that no further order was necessary at the time, case was closed.

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McNINCH & COMPANY *vs.* SEABOARD AIR LINE RAILWAY AND  
SOUTHERN RAILWAY COMPANY.

Complainants alleged in this case that defendants had for several years only charged \$1.00 for the transfer of car-loads of cotton, cotton seed and fertilizers from warehouse at complainant's place of business in the city of Charlotte, from one road to the warehouse on another road, but had recently raised the charge for performing this service to \$4.00. This matter was served on defendant roads, and, in answering the complaints, they admitted that they had only charged \$1.00 for this service, but that they had been doing the service at a loss and now only desired to charge the regular mileage distance tariff allowed for a five mile haul. Several hearings were had, and after careful consideration at a session of the Commission, the following order was issued:

The following has been adopted by the Corporation Commission as Rule No. 35½, and to be added to the rules governing the transportation of freight already adopted by the Commission:

A charge of not more than \$2 will be allowed for moving a car, without regard to weight or contents, from any point on any road to a connecting road or from one warehouse to another warehouse on the same road within the space of three miles beyond the starting point: *Provided*, that this rule shall not apply to cars moving from one regular station to another regular station on the same line. *And provided further*, when a car is destined to a point on a connecting line, which requires switching, an additional charge of \$1.50 may be made for switching.

Effective at once.

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TRANSFER AND SWITCHING CHARGES.

Complaint having been made to the Commission of the unreasonableness of the charge of \$1.50 to \$2 for switching or transferring of car-load freights at junction points of the various roads on joint shipments, the Commission served notice on the defendant transportation companies that it would take into consideration the question of disallowing the transfer charge for this class of business, and a day was fixed for hearing. Upon hearing and consultation with the various transportation companies, it appearing that the companies expressed a willingness to desist from the rule of making a transfer charge on joint shipments, it was so ordered.

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CHARLOTTE SHIPPERS' ASSOCIATION *to* THE COMMISSION.

This was a petition by the Charlotte Shippers' Association, representing the merchants and business men of the city of Charlotte, asking that the Commis-

sion make rules governing storage and demurrage, time limit for placing of cars and delivery of freight, local transfer and switching charges. This matter was taken up by the Commission and various hearings were had, at which petitioners were represented by counsel and various shippers of the city of Charlotte, and the transportation companies by counsel and the traffic managers of the different companies. After careful consideration the following rules were adopted and issued under Circular No. 36:

STORAGE AND DEMURRAGE RULES—TIME LIMIT FOR PLACING OF CARS AND  
DELIVERY OF FREIGHT—LOCAL TRANSFER AND SWITCHING CHARGES.

Storage and demurrage may be assessed by railroad companies on all freight received for delivery in car-load lots or in less than car-load lots if not removed in conformity with the following rules and regulations:

RULE I.

No storage or demurrage charges, however, shall in any case be allowed unless notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company, and it shall be the duty of such railroad company to give prompt notice to consignee of the arrival of goods, together with the contents, weight and amount of freight charges due thereon, as shown by way-bill, and when goods or freight of any kind, in car-load consignments, said notice must contain letters or initials and number of the car. Notice shall be given by delivering same in writing in person, or by leaving same at consignee's place of business or by depositing it in the post-office.

RULE II.

For storage of package freights and all freight less than car-load, unloaded in depot or warehouse, which is not removed by the owner thereof from the custody of the railroad company within forty-eight hours (not including Sundays and legal holidays), a charge of storage for each day or fraction of a day that such consignment may remain in the custody of the carrier of one cent. per hundred pounds per day, with minimum charge of five cents for any one package or lot for any one consignee, may be made; but not more than one dollar per day for any one consignment not in excess of a car-load.

RULE III.

All car-load freight taking track delivery and such as is to be unloaded by consignee, which is not unloaded from cars containing same within forty-eight hours (not including Sundays and legal holidays) after the car or cars are placed accessible for unloading, may be subject to a charge of one dollar per car for each day or fraction of a day that said car or cars remain loaded: *Provided, however,* that seventy-two hours shall be allowed for the unloading of fertilizers, brick and the following commodities, when in bulk only: Cotton seed, cotton-seed hulls, coal, coke, fertilizing material, grain, lime, tan-bark and dressed lumber in box cars. *Provided further,* whenever by reason of delays in transit cars are bunched and more cars than one are received at same time, no demurrage shall be made for excess over one car: *Provided,* at least one car shall be unloaded daily.

## RULE IV.

When consignors ship goods consigned to themselves or order, it shall be the duty of the railroad company to give legal notice to such consignees or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient notice in such cases, whether the consignee actually received the same or not.

## RULE V.

The time allowed for removing freight before storage or demurrage charges apply will be computed from 7 o'clock A. M. of the day following date of notice (Sundays and legal holidays excepted).

## RULE VI.

A consignee living more than five (5) miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of due diligence: *Provided*, that in the delivery of car-load freight railroads will not be required in any case to hold freight free of demurrage for a longer period than five (5) days after notice, except as otherwise provided in Rule II.

## RULE VII.

Where, upon the request of an intending shipper, the railroad company places a car or cars at a reasonably accessible point on its team tracks or on a private track designated by the shipper, free loading time shall expire forty-eight hours (not including Sundays or legal holidays) from the time such car or cars are so placed; and thereafter a demurrage charge of not more than one dollar per car per day or fraction of a day may be assessed and collected on all such cars as have not been tendered to the railroad company with shipping instructions.

## RULE VIII.

When any railroad company fails to deliver freights at the depot or to place loaded cars at an accessible place for unloading within forty-eight hours (not including Sundays and legal holidays), computed from 7 o'clock A. M. the day after the arrival of same, the shipper or consignee shall be paid one dollar per day for each day or fraction of a day said delivery is so delayed: *Provided*, the railroad company may require the payment of freight before delivery.

## RULE IX.

Where a shipper makes application in writing for a car or cars to be loaded with any kind of freight, and the railroad company fails to furnish same within four days from 7 o'clock A. M. next day after such application, such railroad company so offending shall forfeit and pay to the shipper applying the sum of one dollar per car per day for each day or fraction of a day's delay after the expiration of free time: *Provided*, the shipper makes demand therefor in writing within thirty days thereafter. The railroad companies may require applicant to deposit two dollars for each car so demanded. This money may be retained as a forfeit to the railroad company in case the car is not loaded, to pay trackage; if the car is loaded, then the said two dollars shall be refunded to the shipper with the bill of lading.

## RULE X.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point shall be delivered within three (3) days from 7 o'clock A. M. next day after receipt of shipment, and in one day's additional time for each additional twenty-five (25) miles or fraction thereof; or for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of one dollar per day on all car-load freight and one cent per hundred pounds per day on package freights and freight in less than car-load, with minimum charge of five cents for any one package: *Provided*, the shipper makes demand therefor in writing within thirty days thereafter: *Provided further*, that the amount of the penalty demanded on any shipment, less than car-load, shall not exceed one dollar per day, and in no case exceed the value of the goods transported. The period of time during which the movement of trains is suspended on account of accident or any cause not within the power of the roads to prevent, shall be added to the free time allowed herein and accounted as additional "free time."

## RULE XI.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal or loading of freight, or where from the nature of the goods removal or loading would cause injury or damage, such time shall be added to the free period, and no demurrage charges shall be allowed for such additional time. This rule applies to the state of the weather during business hours.

## RULE XII.

The Commission reserves the right to hear and grant application to suspend the operation of these rules upon complaint of abuse, or whenever justice shall demand this course.

## RULE XIII.

*Local Transfer and Switching Charges.*

Railroad companies shall furnish shippers cars for loading, and shall also accept from each other cars loaded at warehouses or side-tracks of one road for delivery at side-tracks or warehouses on the other road within the space of two miles beyond the starting point. The railroad company furnishing the car and performing the initial movement may charge two and one-half dollars per car.

## RULE XIV.

When car is destined to a warehouse on a connecting line which requires switching, the company so receiving and delivering may charge \$1.50 additional.

After car is placed for loading, the shipper shall load same within twenty-four hours therefrom, and consignee shall, when car is placed for unloading, unload same within twenty-four hours; otherwise the usual demurrage charges may be made.

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CONSUMERS COTTON OIL COMPANY *vs.* ATLANTIC COAST LINE  
RAILROAD COMPANY.

This was a complaint of overcharge in switching cars. Overcharge refunded and case closed.

BURKE TANNING COMPANY *vs.* SOUTHERN RAILWAY COMPANY.

This was a complaint of freight overcharge on shipment of tan-bark. Adjusted.

REPORT OF SOUTHERN RAILWAY OF CONSTRUCTION WORK DONE ON ITS VARIOUS LINES WITHIN THE STATE FOR THE YEAR ENDED JUNE 30, 1903, AND ALSO THE WEIGHT AND DESCRIPTION OF RAIL.

NUMBER OF CROSS-TIES USED IN MAIN AND BRANCH LINES.

<i>Name of Line.</i>	<i>No. Cross-ties.</i>
Southern Railway .....	252,741
A. & C. Air Line in North Carolina.....	16,464
North Carolina Midland.....	8,968
Atlantic & Yadkin.....	49,917
High Point, R. A. & Southern.....	8,329
Yadkin Railroad .....	7,276
North Carolina Railroad.....	116,865
Southern Railway—Carolina Division.....	41,265
State University Railroad.....	2,058
Total .....	503,883

Average number of ties put in per mile of track, 400.

NEW RAIL USED IN MAIN AND BRANCH LINES.

<i>Name of Line.</i>	<i>Tons New Rail</i>
Southern Railway .....	4,200
Southern Railway—Carolina Division.....	1,264
Total .....	5,464

BALLAST USED IN MAIN AND BRANCH LINES.

<i>Name of Line.</i>	<i>Estimated No. Cubic Yds.</i>
Virginia-North Carolina State Line to Greensboro,.....	1,080
North Carolina Railroad.....	23,385
North-western North Carolina.....	831
Yadkin Railroad .....	35
Western North Carolina.....	60,627
A. & C. Air Line in North Carolina.....	10,770
C. C. & A. in North Carolina.....	1,805
Southern Railway—Carolina Division.....	15,278
Total .....	113,811

## WEIGHT OF RAIL IN MAIN AND BRANCH LINES JULY 1, 1903.

Name of Line or Road.	Number of Miles.	Steel.							Iron.		
		80-lb. Miles.	75-lb. Miles.	70-lb. Miles.	65-lb. Miles.	60-lb. Miles.	58-lb. Miles.	54-lb. Miles.	50-lb. Miles.	40-lb. Miles.	54-lb. Miles.
Virginia-North Carolina State Line to Durham, N. C.	48.00								48.00		
O. & H. Junction to Henderson, N. C.	12.70							11.90	.80		
Virginia-North Carolina State Line to Greensboro, N. C.	42.70	42.70									
Goldsboro to Charlotte, N. C.	222.44	92.44		7.80	2.55	107.75			12.00	2.45	2.01
State University Railroad	10.20										2.73
Pomona to Wilkesboro	100.15					19.05	15.65	9.37	56.08		
High Point to Ashboro	26.80						12.33	.90	13.57		
Sanford to Mt. Airy and Branches	165.17					72.75			92.42		
Salisbury to Norwood and Union Copper Mine Branch	43.70					1.35	2.70		39.65		
Moorestown to Winston-Salem	53.52					53.52					
Charlotte to Taylorsville	65.65		5.42			18.37	9.71	13.03			19.12
Salisbury to Point Rock	185.50	86.56	2.20	31.80		64.94					
Murphy Junction to Murphy	122.40			1.79		82.13	25.40		13.08		
Charlotte to Grover, A. and C. Air Line	42.26	42.26									
Charlotte, M. P. R-11.5, C. C. and A.	11.50		11.50								
Biltmore, M. P. W-41.9	41.90	15.12				26.78					
S. C.-N. C. State Line to Marion, N. C., S. C. and G. extension	63.60					63.60					
Totals	1,258.19	279.08	19.12	41.39	2.55	510.24	68.80	35.20	278.05	2.01	21.85

## ASSESSMENT AND VALUATION OF RAILROAD PROPERTY.

In accordance with sections 52 to 59, inclusive, chapter 251, Laws of 1903, constituting the North Carolina Corporation Commission a Board of Appraisers and Assessors for railroad, telegraph, telephone, street railway, canal and steam-boat companies and other companies exercising the right of eminent domain, the Commission assessed and valued the road-bed, right of way, depot buildings and grounds used for railroad purposes thereon, both main and side track, franchises, rolling stock and other property of the roads in the State; also the telegraph, telephone, street railway, water works companies, express companies, sleeping car companies, refrigerator car companies, as appears on pages 1, 2 and 3 of Part II of this report.

The total valuation placed upon this property by the Commission for the year 1903 was \$73,802,686, this being an increase of \$27,479,450.

The various railroad companies filed exceptions to these valuations as follows:

## EXCEPTIONS OF ATLANTIC COAST LINE RAILROAD COMPANY.

*To the Honorable the North Carolina Corporation Commission:*

The undersigned, The Atlantic Coast Line Railroad Company, respectfully objects and excepts to the assessment for taxation made by your honorable Board of its property at the sum of \$24,455,000, upon the following grounds:

First. Because the said amount is believed to be in excess of the true value in money of the property of the said railroad company in this State.

Second. Because the said amount is out of proportion to and greater than the assessment placed upon other property belonging to citizens of this State, and is therefore a denial to the said railroad company of the equal protection of the law, and deprives it of its property without due process of law, contrary to the Fourteenth Amendment to the Constitution of the United States.

Third. Because the law under which your honorable Board made this assessment is itself illegal and unconstitutional, in that it prescribes a different and more burdensome rule for assessment of property of railroad companies than is prescribed for the assessment of property generally in this State, and is therefore a denial to railroad companies of the equal protection of the law, and deprives them of their property without due process of law, contrary to the Fourteenth Amendment to the Constitution of the United States.

All of which matters the undersigned is willing to show by proof before your honorable body at any time which you may designate for the purpose of said hearing.

Wherefore, The Atlantic Coast Line Railroad Company respectfully prays your honorable body to reduce the assessment made upon its property to such a sum as will represent the "true value in money" of its property in North Carolina, as is prescribed by the Constitution of this State for the assessment of property for taxation.

JUNIUS DAVIS,  
JAMES H. POU,  
*Counsel.*

## EXCEPTIONS OF ATLANTA, KNOXVILLE AND NORTHERN RAILWAY COMPANY.

Comes the Atlanta, Knoxville and Northern Railway Company, by attorneys, and excepts to the assessment of its property as shown in the report of said Commission upon the following grounds:

1st. Because said assessment is excessive.

2d. Because said assessment and valuation is in excess of the assessment and valuation put upon the tax-payers in general in the State of North Carolina, and imposes upon this company a burden proportionately greater than that imposed upon the tax-payers in general in the State of North Carolina, and said assessment and valuation is, therefore, not constitutionally made as provided by the Constitution of the State of North Carolina providing for the equalization of taxes upon taxable property.

3d. Because property in North Carolina other than railroad property is uniformly and systematically assessed at less than seventy-five per cent. of its actual cash value, wherein the property of this company in North Carolina is assessed in excess of its actual cash value.

4th. Because by reason of the premises above set out said assessment unjustly discriminates against said Atlanta, Knoxville and Northern Railway Company and in favor of property generally in North Carolina, and therefore denies said Atlanta, Knoxville and Northern Railway Company the equal protection of the laws guaranteed to it by the Fourteenth Amendment of the Constitution of the United States.

5th. Because by reason of its gauge that part of its road retains all the characteristics, disabilities and limitations caused by excessive grades and curves of a narrow-gauge road, especially as to that part of its line lying within the State of North Carolina, insomuch as nothing whatever has been done to change its character or remove these disabilities, five miles of its road in North Carolina still being operated with the light narrow-gauge rails, and for this reason its line in North Carolina should be classed by this Commission as and with narrow-gauge roads, which take the lowest grade of assessment.

6th. Because since the date of assessment upon a basis of \$3,500 per mile no improvements whatever have been made in the physical condition of the road-bed and track, and nothing beyond maintaining the road-bed in a condition to render safe operation has been undertaken, the revenue derived from the entire Murphy Branch not warranting any expenditure beyond what is absolutely necessary to keep this branch line safe for operation.

7th. Because its equipment, passenger and freight is so limited and meager as to be out of all proportion to its mileage, it being old in style and limited in carrying capacity, so that the former assessment of \$1,600 would be a full, fair and reasonable assessment for the years 1903 and 1904.

8th. Because the unavoidable difficulties of operation due to heavy grades and excessive curvature, the consequent high cost of handling its traffic by reason of minimum train loads, the unimproved physical condition and the low earnings per mile of the road do not justify an increase in the assessment per mile over that for the years 1901 and 1902, to-wit, \$3,500.

9th. Because the affidavit of J. H. Ellis, vice-president and general manager of the Atlanta, Knoxville and Northern Railway Company, and the statement of H. W. Oliver, auditor of said company, for the year ending June 30, 1903, show

that during the said twelve months the entire earnings of that portion of the Murphy Branch in the State of North Carolina (13.1 miles) amount to \$9,025.03, while the total expenses of the said 13.1 miles within the State of North Carolina amount to \$9,726.10, leaving a deficit for the year of \$701.07, which would make a deficit per mile of \$53.52. From all of which this Commission can readily see that the Atlanta, Knoxville and Northern Railway Company would have saved money for the twelve months ending June 30, 1903, if it had not been the owner of the 13.1 miles of road within the State of North Carolina. Any increase in the assessment for the years 1903 and 1904 will merely mean an increase in its deficit incident to operating its road within the State of North Carolina. Not only is this true, but the road is in bad shape in every way, and in order to exercise its function as a common carrier it will be necessary for the Atlanta, Knoxville and Northern Railway Company to spend large sums of money during the next two years to make that part of the road in North Carolina safe for passenger and even freight traffic.

10th. For and on account of all the reasons and exceptions above set out, and for reasons set out in the proof herewith filed, the Atlanta, Knoxville and Northern Railway Company respectfully but earnestly insists that the assessment and valuation made by the Commission is excessive and should be reduced to at least the amount of assessment for the years 1901 and 1902, and this company believes that a fair valuation of its property for the purpose of taxation by this Board would be \$2,500 per mile. In this connection it might be stated that the valuation and assessment placed upon the Georgia end of the road during the present year by the Georgia Commission is \$4,500 per mile, with an additional franchise tax of \$500 per mile, making a total of \$5,000 per mile. The Georgia end of the road—that is, the main line, which is the portion above referred to—is vastly more productive than the Murphy Branch of the road. In fact, the business done on the Murphy Branch is a practically inconsiderate quantity.

In consideration of all of which, said railway company asks that its aforesaid exceptions be sustained, and that said report of Commission be modified so as to lower said assessment to \$2,500 per mile, or to such sum as to the Commission may seem right and just, and it will ever pray, etc.

CORNICK, WRIGHT & FRANTZ,  
*Attorneys.*

#### EXCEPTIONS OF SEABOARD AIR LINE RAILWAY.

*To the Honorable the North Carolina Corporation Commission:*

The undersigned, The Seaboard Air Line Railway, respectfully objects and excepts to the assessment for taxation made by your honorable Board of its property at the sum of \$12,500,000, upon the following grounds:

First. Because the said amount is believed to be in excess of the true value in money of the property of the said railroad company in this State.

Second. Because the said amount is out of proportion to and greater than the assessment placed upon other property belonging to citizens of this State, and is therefore a denial to the said railroad company of the equal protection of the law and deprives it of its property without due process of law, contrary to the Fourteenth Amendment to the Constitution of the United States.

Third. Because the law under which your honorable Board made this assessment is itself illegal and unconstitutional, in that it prescribes a different and

more burdensome rule for assessment of property of railroad companies than is prescribed for the assessment of property generally in this State, and is therefore a denial to railroad companies of the equal protection of the law, and deprives them of their property without due process of law, contrary to the Fourteenth Amendment to the Constitution of the United States.

All of which matters the undersigned is willing to show by proof before your honorable body at any time which you may designate for the purpose of said hearing.

Wherefore, The Seaboard Air Line Railway respectfully prays your honorable body to reduce the assessment made upon its property to such a sum as will represent the "true value in money" of its property in North Carolina, as is prescribed by the Constitution of this State for the assessment of property for taxation.

JOHN D. SHAW,  
T. B. WOMACK,  
*Attorneys.*

EXCEPTIONS OF SOUTHERN RAILWAY COMPANY.

*To the Honorable the North Carolina Corporation Commission:*

The Southern Railway Company hereby objects and excepts to the valuations placed upon the railroads and railroad properties, including rolling stock, owned by the Southern Railway Company and others leased to and controlled by it, as follows:

Southern-Railway-owned lines, assessed per mile at \$25,000, total \$14,835,250.

North Carolina Railroad, leased to Southern Railway, assessed per mile at \$29,928, total value \$6,680,000.

Atlanta and Charlotte Air Line Railway, assessed per mile at \$30,000, total value \$1,295,700.

The grounds of the exceptions are as follows:

First. Because the respective amounts are believed to be greater than the true value in money of the properties of the said railroad companies, calculated upon any lawful and just method applicable to such values.

Second. Because the said assessments and valuations are disproportionately greater than the assessments of the property belonging to citizens generally in North Carolina, and is a denial to the Southern Railway Company of the equal protection of the law, and will deprive it of its property without due process of law, contrary to the Constitution of the United States in its Fourteenth Amendment.

(It is admitted that in certain townships or taxing districts in some counties there has been a full valuation of some of the real estate, but this is the exception and not the general rule.)

Third. Because the law under which the assessment is made is void, as being in conflict with the Fourteenth Amendment of the Constitution of the United States, in that it prescribes a different and more onerous rule for assessing the property of railroad companies from that prescribed for the assessment of other species of property, and therefore denies the railroad companies the equal protection of the law.

All of which the Southern Railway Company offers to show to this honorable Board by proof, if thereto required.

Wherefore, the Southern Railway Company respectfully objects to and protests against the valuations set forth above, and asks that the same be reduced to such an amount as will represent the true value of the said railroads and railroad properties.

A. B. ANDREWS,  
*First Vice-President.*

EXCEPTIONS OF NORFOLK AND WESTERN RAILWAY COMPANY.

*To the Honorable the North Carolina Corporation Commission:*

The undersigned, the Norfolk and Western Railway Company, respectfully objects and excepts to the assessment for taxation made by your honorable Board of its property at the sum of \$1,746,800, upon the following grounds, to-wit:

First. Because the said amount is believed to be in excess of the true money value of the property of said Norfolk and Western Railway Company in North Carolina.

Second. Because the said amount is out of proportion to and greater than the assessment placed upon other property belonging to citizens of North Carolina, and is therefore a denial to said railway company of the equal protection of the law, and deprives it of its property without due process of law, contrary to the Fourteenth Amendment of the Constitution of the United States.

Third. Because the law under which your honorable Board made this assessment is itself illegal and unconstitutional, in that it prescribes a different and more burdensome rule for assessment of property of railroad companies than is prescribed for the assessment of property generally in North Carolina, and is therefore a denial to railroad companies of the equal protection of the law, and deprives them of their property without due process of law, contrary to the Fourteenth Amendment to the Constitution of the United States. All of which the Norfolk and Western Railway Company offers to show to your honorable Board by proof, if so required.

Wherefore, the Norfolk and Western Railway Company respectfully prays that your honorable Board will reduce the assessment made upon its property to such a sum as will represent the "true value in money" of its property in North Carolina, as is prescribed by the Constitution of this State for the assessment of property for taxation.

The undersigned, the Norfolk and Western Railway Company, further objecting and excepting, and still relying upon the exceptions and objections filed by it heretofore to the assessment of its property and franchises for *ad valorem* taxation, files the following additional and supplementary exceptions and objections thereto, to-wit:

Fourth. Because in making said assessment the Commission has not observed and followed the directions or rules laid down in section 55 of the Machinery Act of 1903 and the subsections thereunder (which are in this respect the same as in the Machinery Act of 1901, section 50), which were construed by the Supreme Court of North Carolina in the case of *Jackson v. Corporation Commission*, 130 N. C., 385, to be *mandatory*, in that the Commission has not assessed for *ad valorem* taxation in North Carolina the tangible and intangible property and franchises of the undersigned *separately*, and the aforesaid tax assessment is therefore

not in harmony with the Machinery Act itself as construed by the Supreme Court of North Carolina, and is repugnant to both the act itself and said decision.

Fifth. Because the tax imposed by law for the "privileges," or "licenses," or "franchises," of the undersigned, Norfolk and Western Railway Company, to operate its two several railroads in North Carolina, to-wit, Roanoke and Southern Railroad and Lynchburg and Durham Railroad, are specifically fixed and regulated by its graduated gross earnings per mile on each of said roads under sections 77, 78 and 79 under Schedule "C" of the Revenue Act of 1903, which said franchise taxes specifically imposed as aforesaid the undersigned (as it has done heretofore) is ready and willing to pay to the State of North Carolina whenever required by law to do so. And the plain reading of said section 79 of the Revenue Act of 1903 distinctly provides that "No county, city or town shall be allowed to collect any tax under this section."

Sixth. Because if, in addition to its aforesaid franchise taxes mentioned in the preceding section, the undersigned should be required to also pay additional taxes upon its franchises upon an *ad valorem valuation*, as is provided in the aforesaid section 55 and subsections thereunder of the Machinery Act of 1903, and as is contemplated by the Commission in making the aforesaid tax assessment for *ad valorem* taxation upon the company's property and franchises, then the aforesaid tax assessment violates the fundamental maxim in taxation that the same property shall not be subject to a double tax, payable by the same party, either directly or indirectly.

Seventh. Because the aforesaid assessment of the aforesaid franchises of the company for *ad valorem* taxation according to the directions or rules laid down in subsection "b" of section 55 of the Machinery Act is in fact, by whatever name it may be called, the imposition of such an *income tax* upon the undersigned as is prohibited by the Constitution of the State of North Carolina, Article V, section 3, where it is provided that "No income shall be taxed when the property from which the income is derived is taxed."

Wherefore, and upon the foregoing additional objections and exceptions, the undersigned, the Norfolk and Western Railway Company, reiterates and renews its prayer that the aforesaid tax assessment be reconsidered and reduced according to law.

GUTHRIE & GUTHRIE,  
*Attorneys.*

The Norfolk and Western Railway Company, objecting to the tax appraisement made by the Commission on its property and franchises in North Carolina for the current year, and applying to the Commission to reconsider and reduce said assessment, respectfully submits the following as a basis of its objections and application:

The Norfolk and Western Railway Company is a corporation chartered by the State of Virginia, and operating under its charter lines of railroad or branches in the States of Virginia, West Virginia, North Carolina, Maryland, Kentucky and Ohio.

The main trunk line runs from Norfolk, Va. (its eastern terminus) to Bristol, Tenn., and from Radford, Va., to Columbus, Ohio. It operates branch lines from

Portsmouth, O., to Cincinnati.....	115.00	miles
Graham, Va., to Norton, Va. (to a connection at this point with the Louisville and Nashville Railroad) .....	100.30	"
Lynchburg, Va., to Durham, N. C. ....	117.58	"
Roanoke, Va., to Winston-Salem, N. C. (to a connection with the Seaboard Air Line and Southern railways at these points) .....	121.30	"
The total mileage operated being.....	1,716	"

For the purposes of this application we have to deal only with its operation of the branch lines extending into North Carolina:

*Lynchburg and Durham*—117.58 miles, of which in North Carolina 41.69.

*Winston-Salem*—121.30 miles, of which in North Carolina 45.65.

This company has already—as required by law—made its report of the physical or tangible property in the shape of equipment (rolling stock), depots, real estate, etc., with which said reports the Commission is already familiar. We have already reported the gross earnings, operating expenses and net earnings for the whole mileage in the State of North Carolina, but not separately by branches, which follows later in this statement:

*Section 55a.* In making this report as to the physical or tangible property, any figures furnished by this company at this time to replace the physical or tangible property would be largely on an estimated basis. It seems that after a careful consideration of this subject that a fair estimate could be arrived at by taking the cost to the Norfolk and Western Railway Company of the branches separately—the old securities held by each branch and the amount issued for the same by the Norfolk and Western Railway Company on acquisition.

#### *Lynchburg and Durham Branch.*

Bonds and stocks acquired, \$1,533,000, for which the Norfolk and Western issued its securities amounting to \$1,531,750; the market value of same being \$1,364,672 for the whole line.

Valuation per mile, \$11,600.

Annual interest charge per mile.....	\$523.00
Net earnings in North Carolina per mile.....	364.87
Deficit per mile.....	\$158.13

#### *Winston-Salem Branch.*

Bonds and stocks acquired, \$2,043,850, for which the Norfolk and Western issued its securities amounting to \$2,451,337.50; the market value of these securities for the whole line being \$2,222,853.92.

Valuation per mile, \$18,320.

Amount of interest charges, etc., per mile.....	\$ 810.10
Net earnings in North Carolina per mile.....	1,295.74
Surplus in North Carolina per mile.....	\$ 485.64

The earnings by branches, separately, were as follows:

*Lynchburg and Durham in North Carolina—41.69 miles.*

Gross earnings . . . . .	\$94,514.56
Operating expenses . . . . .	76,220.70
Net earnings . . . . .	\$18,293.86
Less taxes . . . . .	3,082.62
Balance . . . . .	\$15,211.24
Interest on funded debt in North Carolina . . . . .	21,716.32
Deficit . . . . .	\$ 6,505.08

In the case of this branch (as it did not earn its interest on the funded debt) we can take the net earnings as a basis, which at 6 per cent. on \$250,000 would produce \$15,000: 41.69 miles into \$250,000 equals \$6,000 a mile, apart from our liability for interest on the funded debt, which it did not earn.

*Winston-Salem Division in North Carolina—45.65 miles.*

Gross earnings . . . . .	\$211,019.18
Operating expenses . . . . .	147,576.58
Net earnings . . . . .	\$ 63,442.60
Less taxes . . . . .	4,292.11
Net . . . . .	\$ 59,150.49
Less interest on funded debt, etc. . . . .	\$ 59,150.49
Surplus . . . . .	\$ 22,257.07
From which deduct the deficit on the Lynchburg and Durham, of . . . . .	6,505.08
Net surplus in North Carolina . . . . .	\$ 15,751.99

*Memo.*—Taking the surplus, \$22,200, as a basis: 6 per cent. on \$370,000, divided by the mileage, would produce \$8,222 a mile as the value for this branch.

*Section 55b. Franchise:*

The earnings in North Carolina, on both branches, were:

Gross earnings . . . . .	\$305,533.74
Operating expenses . . . . .	223,797.28
Net earnings . . . . .	\$ 81,736.46
Less taxes . . . . .	7,374.73
Balance . . . . .	\$ 74,361.73
Less interest on funded debt, etc. . . . .	58,609.74
Surplus in North Carolina . . . . .	\$ 15,751.99

It would therefore seem—taking the net earnings as a whole—that a fair assessment for the Lynchburg and Durham would be \$6,000 per mile, and for the Win-

ston-Salem Division \$8,222 per mile, based on the net earnings per mile in North Carolina.

*Characteristics of the Road.*

Lynchburg and Durham.—Weight of rail, 56 pounds per yard. Ballast, about 2 inches of cinder. Equipment, light. One passenger train daily.

Winston-Salem.—Weight of rail, 56 pounds per yard. Ballast, about 3 inches of cinder. Equipment, light. Two (2) passenger trains daily.

As compared with the main line.—Weight of rail, 85-pound steel. Ballast, 10 inches of stone. Equipment, heavy, first-class type. As against four passenger trains a day on the main line, with extra additional trains in the coal fields.

The proposed increase in taxes by the Commission would add a burden to these two branches of more than \$10,000 a year in taxes. It is interesting to note the present assessment per mile of these two divisions and the proposed increased assessment as against the current assessments now made by the various States for mileage of a similar length.

The Cincinnati Division, from Portsmouth to Cincinnati (the same distance as the Lynchburg and Durham), is assessed at \$3,500 a mile.

The main line (Scioto Division), from North Kenova to Columbus (one of the best earning pieces of property that we have), is assessed at \$10,000 a mile.

The branch from Graham to Norton (to a through connection with the Louisville and Nashville Railroad), 100.30 miles, is assessed at \$10,000 a mile.

The Lynchburg and Durham and the Winston-Salem Division is assessed by the State of Virginia at \$7,500 a mile each.

It is proposed by the Commission to assess our two branches in North Carolina on the basis of \$20,000 a mile.

The main trunk line of the Norfolk and Western is assessed at \$15,000 a mile, and where we have a double track it is classified as "second track" and assessed at \$5,000 a mile.

The operations of the Norfolk and Western Railway Company of its branches from Lynchburg to Durham and from Roanoke to Winston-Salem are of a distinctive character, being merely feeders to the main line from Columbus, Ohio, and Bristol, Tenn., to Norfolk, Va. The Board of Public Works of Virginia have always so recognized this in making their assessment on the branches in question lying within the State of Virginia—the assessment per mile being about one-half of the main line—the earning capacity, the character of the roadway and track and equipment all being treated as a separate factor in reaching a conclusion in making their assessment per mile, it being a recognized fact in the case of these branches that their local traffic would not pay their operating expenses if operated as separate branches. Their value is in their connection with the main line at Lynchburg and Roanoke with the territory south—at Durham and Winston-Salem. If they were independent lines of road to-day (as they were before their acquisition by this company), and had as such to take business in a competitive way, as against the Southern, with whom we would connect at various points, they could not possibly make the showing of gross and net earnings they now do, when their earnings are augmented by the tonnage sent over them from the main line of the system. These divisions have never been a paying investment to the Norfolk and Western Railway Company, and they make the showing of net earnings (exclusive

of earning any interest on the bonded debt) they do by being useful in the handling of connection business south, which—if we did not have them—would naturally go to other lines.

We have spent in the last two years a considerable amount in replacing miles of old wooden trestles on these divisions with permanent iron structures, in order that the safety of our passengers could be secured and the handling of trains could be done at a reduced operating expense. These improvements will continue until we get the road-beds in such shape that we can operate our rolling equipment with safety.

All these improvements have been made from the surplus income of the main trunk line. Every dollar that we spend in improving the road-bed and railway proper, putting in steel bridges instead of wooden bridges, is adding to the value of the tangible property, but is not adding a penny to the franchise. It is hoped that when all the improvements necessary are completed that these divisions can then be made to show sufficient net earnings to at least meet the charge for interest on the funded debt, if not add something to the revenue account of the main line.

Again, we pay what the State of North Carolina denominates as a "privilege tax" on the gross receipts in the State.

A similar tax levied in Ohio is known as the "excise tax," and in the State of Virginia as a "franchise tax." Hence it would seem that if we are taxed by the State separately on our franchise, that we will be in the position of paying a double tax for the same purpose.

The entire surplus in North Carolina for the year—as reported—was \$15,751.99. The proposed increase in our assessment would wipe out 66 2-3 per cent. of this surplus and increase the operating expenses to that extent, reducing the surplus earnings on the 238.88 miles of road to about \$5,250.66 per annum.

Submitting these facts to your honorable Board, the Norfolk and Western Railway Company respectfully requests that the assessments of its branch lines in North Carolina be made more nearly in accordance with the value of said branches, taking into consideration the physical condition of the properties and the earning capacity of same.

Respectfully submitted,

(Signed) M. C. JAMESON,  
*Comptroller.*

## Circulars.

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### CIRCULAR No. 26.

RALEIGH, January 31, 1903.

#### CHANGE IN COMMISSIONERS' CLASSIFICATION.

On and after the 15th day of February, 1903, the following change in Commissioners' Classification will be in effect:

Wire, iron or steel, in bundles or coils, or on reels, L. C. L., 6th Class.

By order of the Commission:

H. C. BROWN,  
*Clerk.*

FRANKLIN MCNEILL,  
*Chairman.*

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### CIRCULAR No. 27.

RALEIGH, February 13, 1903.

#### CHANGE IN COMMISSIONERS' CLASSIFICATION AND FREIGHT RATE ON SAND AND LOAM SOIL.

From and after March 1st, 1903, the classification of sand and loam soil will be as follows: 40,000 pounds minimum, per ton of 2,000 pounds, Class L.

By order of the Commission:

H. C. BROWN,  
*Clerk.*

FRANKLIN MCNEILL,  
*Chairman.*

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### CIRCULAR No. 28.

(Withdrawing Circular No. 27.)

RALEIGH, February 24, 1903.

Circular No. 27, bearing date February 13, 1903, effective March 1st, 1903, fixing "Change in Commissioners' Classification and Freight Rate on Sand and Loam Soil," is hereby withdrawn.

By order of the Commission:

H. C. BROWN,  
*Clerk.*

FRANKLIN MCNEILL,  
*Chairman.*

## CIRCULAR No. 29.

RALEIGH, February 25, 1903.

## FREIGHT RATE ON SAND AND LOAM SOIL.

On and after the 10th day of March, 1903, the maximum freight rate on sand and loam soil will be as follows:

SAND AND LOAM SOIL, PER CAR-LOAD, 40,000 POUNDS MINIMUM, EXCESS IN PROPORTION.

Distance.	Rate.	Distance.	Rate.
5 miles-----	\$ 5.00	80 miles-----	\$ 14.00
10 miles-----	6.50	85 miles-----	15.00
15 miles-----	7.50	90 miles-----	15.00
20 miles-----	8.50	95 miles-----	15.00
25 miles-----	9.50	100 miles-----	16.00
30 miles-----	10.50	110 miles-----	16.00
35 miles-----	11.50	120 miles-----	17.00
40 miles-----	12.00	130 miles-----	18.00
45 miles-----	12.00	140 miles-----	18.00
50 miles-----	12.00	150 miles-----	19.00
55 miles-----	13.00	160 miles-----	19.00
60 miles-----	13.00	170 miles-----	20.00
65 miles-----	13.00	180 miles-----	20.00
70 miles-----	14.00	190 miles-----	21.00
75 miles-----	14.00	200 miles-----	21.00

Applicable to all railroads in this State.

By order of the Commission:

H. C. BROWN,  
Clerk.

FRANKLIN MCNEILL,  
Chairman.

## CIRCULAR No. 30.

(In Effect March 15, 1903.)

RALEIGH, February 25, 1903.

## MINIMUM CHARGE FOR SINGLE SHIPMENTS.

Distance.	Rate— Cents.	Distance.	Rate— Cents.
5 miles or less-----	15	85 miles-----	19
10 miles-----	15	90 miles-----	19
15 miles-----	15	95 miles-----	19
20 miles-----	15	100 miles-----	19
25 miles-----	16	110 miles-----	20
30 miles-----	16	120 miles-----	20
35 miles-----	16	130 miles-----	21
40 miles-----	16	140 miles-----	21
45 miles-----	17	150 miles-----	22
50 miles-----	17	160 miles-----	22
55 miles-----	18	170 miles-----	23
60 miles-----	18	180 miles-----	24
65 miles-----	18	190 miles-----	24
70 miles-----	18	200 miles-----	25
75 miles-----	18	210 miles and over-----	25
80 miles-----	18		

Applicable to all railroads within the State of North Carolina.

By order of the Commission:

H. C. BROWN,  
Clerk.

FRANKLIN MCNEILL,  
Chairman.

## CIRCULAR No. 31.

RALEIGH, March 3, 1903.

## CLASSIFICATION OF HOSIERY.

From and after the 15th day of March, 1903, hosiery will take same class as knitting factory products—5th Class.

By order of the Commission:

H. C. BROWN,  
Clerk.

FRANKLIN MCNEILL,  
Chairman.

## CIRCULAR No. 32.

RALEIGH, March 4, 1903.

From and after March 20, 1903, the maximum freight rate on rough oak, poplar, pine, maple, birch and other hardwood logs eight feet and under in length, car-load 40,000 minimum, should be as follows:

Distance.	Rate.	Distance.	Rate.
10 miles and under -----	\$ 6.50	90 miles and over 80 -----	\$ 18.50
20 miles and over 10 -----	8.00	100 miles and over 90 -----	20.00
30 miles and over 20 -----	9.50	110 miles and over 100 -----	21.00
40 miles and over 30 -----	11.00	120 miles and over 110 -----	22.00
50 miles and over 40 -----	12.50	130 miles and over 120 -----	23.00
60 miles and over 50 -----	14.00	140 miles and over 130 -----	24.00
70 miles and over 60 -----	15.50	150 miles and over 140 -----	25.00
80 miles and over 70 -----	17.00		

Applicable to all railroads in the State.

This circular is not to interfere with rate on dogwood, hickory, persimmon and gumwood logs as fixed by Circular No. 14.

By order of the Commission:

H. C. BROWN,  
*Clerk.*

FRANKLIN MCNEILL,  
*Chairman.*

## CIRCULAR No. 33.

(Amending Circular No. 31.)

RALEIGH, March 11, 1903.

Circular No. 31 is amended to read "cotton hosiery" instead of "hosiery."

By order of the Commission:

H. C. BROWN,  
*Clerk.*

FRANKLIN MCNEILL,  
*Chairman.*

**CIRCULAR NO. 34.**

(Amending Circular No. 32.)

RALEIGH, May 2, 1903.

Circular No. 32, bearing date March 4, 1903, is amended so as to read as follows:

From and after March 20, 1903, the maximum freight rate on rough oak, poplar, pine, maple, birch and other hardwood logs, round or split, eight feet and under in length, car-load 40,000 pounds minimum, shall be as follows:

Distance.	Rate.	Distance.	Rate.
10 miles and under -----	\$ 6.00	90 miles and over 80 -----	\$ 18.50
20 miles and over 10 -----	8.00	100 miles and over 90 -----	20.00
30 miles and over 20 -----	9.50	110 miles and over 100 -----	21.00
40 miles and over 30 -----	11.00	120 miles and over 110 -----	22.00
50 miles and over 40 -----	12.50	130 miles and over 120 -----	23.00
60 miles and over 50 -----	14.00	140 miles and over 130 -----	24.00
70 miles and over 60 -----	15.50	150 miles and over 140 -----	25.00
80 miles and over 70 -----	17.00		

Applicable to all railroads in the State.

This circular is not to interfere with rate on dogwood, hickory, persimmon and gumwood logs as fixed by Circular No. 14.

By order of the Commission:

H. C. BROWN,  
*Clerk.*

FRANKLIN MCNEILL,  
*Chairman.*

**CIRCULAR NO. 35.**

RALEIGH, May 2, 1903.

**CHANGES IN COMMISSIONERS' CLASSIFICATION.**

From and after May 10, 1903, the classification on paper boxes will be as follows: Paper boxes, not nested, packed, L. C. L., double first-class rate.

The term "nested," as used in the Commissioners' Classification, covers a series of two or more like articles fitting closely one within another.

Plow singletrees, 5th Class.

By order of the Commission:

H. C. BROWN,  
*Clerk.*

FRANKLIN MCNEILL,  
*Chairman.*

## CIRCULAR No. 36.

(As Amended.)

## STORAGE AND DEMURRAGE RULES—TIME LIMIT FOR PLACING OF CARS AND DELIVERY OF FREIGHT—LOCAL TRANSFER AND SWITCHING CHARGES.

Storage and demurrage may be assessed by railroad companies on all freight received for delivery in car-load lots or in less than car-load lots if not removed in conformity with the following rules and regulations:

## RULE I.

No storage or demurrage charges, however, shall in any case be allowed unless notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company, and it shall be the duty of such railroad company to give prompt notice to consignee of the arrival of goods, together with the contents, weight and amount of freight charges due thereon as shown by way-bill, and when goods or freight of any kind, in car-load consignments, said notice must contain letters or initials and number of the car. Notice shall be given by delivering same in writing in person, or by leaving same at consignee's place of business or by depositing it in the post-office.

## RULE II.

For storage of package freights and all freight less than car-load, unloaded in depot or warehouse, which is not removed by the owner thereof from the custody of the railroad company within forty-eight hours (not including Sundays and legal holidays), a charge of storage for each day or fraction of a day that such consignment may remain in the custody of the carrier of one cent per hundred pounds per day, with minimum charge of five cents for any one package or lot for any one consignee, may be made; but not more than one dollar per day for any one consignment not in excess of a car-load.

## RULE III.

All car-load freight taking track delivery and such as is to be unloaded by consignee, which is not unloaded from cars containing same within forty-eight hours (not including Sundays and legal holidays) after the car or cars are placed accessible for unloading, may be subject to a charge of one dollar per car for each day or fraction of a day that said car or cars remain loaded: *Provided, however*, that seventy-two hours shall be allowed for the unloading of fertilizers, brick and the following commodities, when in bulk only: Cotton seed, cotton-seed hulls, coal, coke, fertilizing material, grain, lime, tan-bark and dressed lumber in box cars. *Provided further*, whenever by reason of delays in transit cars are bunched and more cars than one are received at same time, no demurrage shall be made for excess over one car: *Provided*, at least one car shall be unloaded daily.

## RULE IV.

When consignors ship goods consigned to themselves or order, it shall be the duty of the railroad company to give legal notice to such consignees or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient notice in such cases, whether the consignee actually received the same or not.

## RULE V.

The time allowed for removing freight before storage or demurrage charges apply will be computed from 7 o'clock A. M. of the day following date of notice (Sundays and legal holidays excepted).

## RULE VI.

A consignee living more than five (5) miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said good by the exercise of due diligence: *Provided*, that in the delivery of car-load freight railroads will not be required in any case to hold freight free of demurrage for a longer period than five (5) days after notice, except as otherwise provided in Rule II.

## RULE VII.

Where, upon the request of an intending shipper, the railroad company places a car or cars at a reasonably accessible point on its team tracks or on a private track designated by the shipper, free loading time shall expire forty-eight hours (not including Sundays or legal holidays) from the time such car or cars are so placed; and thereafter a demurrage charge of not more than one dollar per car per day or fraction of a day may be assessed and collected on all such cars as have not been tendered to the railroad company with shipping instructions.

## RULE VIII.

When any railroad company fails to deliver freights at the depot or to place loaded cars at an accessible place for unloading within forty-eight hours (not including Sundays and legal holidays), computed from 7 o'clock A. M. the day after the arrival of same, the shipper or consignee shall be paid one dollar per day for each day or fraction of a day said delivery is so delayed: *Provided*, the railroad company may require the payment of freight before delivery.

## RULE IX.

Where a shipper makes application in writing for a car or cars to be loaded with any kind of freight, and the railroad company fails to furnish same within four days from 7 o'clock A. M. next day after such application, such railroad company so offending shall forfeit and pay to the shipper applying the sum of one dollar per car per day for each day or fraction of a day's delay after the expiration of free time: *Provided* the shipper makes demand therefor in writing

within thirty days thereafter. The railroad companies may require applicant to deposit two dollars for each car so demanded. This money may be retained as a forfeit to the railroad company in case the car is not loaded, to pay trackage; if the car is loaded, then the said two dollars shall be refunded to the shipper with the bill of lading.

## RULE X.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point shall be delivered within three (3) days from 7 o'clock A. M. next day after receipt of shipment, and in one day's additional time for each additional twenty-five (25) miles or fraction thereof; or for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of one dollar per day on all car-load freight and one cent per hundred pounds per day on package freights and freight in less than car-load, with minimum charge of five cents for any one package: *Provided*, the shipper makes demand therefor in writing within thirty days thereafter: *Provided further*, that the amount of the penalty demanded on any shipment, less than car-load, shall not exceed one dollar per day, and in no case exceed the value of the goods transported. The period of time during which the movement of trains is suspended on account of accident or any cause not within the power of the roads to prevent shall be added to the free time allowed herein and accounted as additional "free time."

## RULE XI.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal or loading of freight, or where from the nature of the goods removal or loading would cause injury or damage, such time shall be added to the free period, and no demurrage charges shall be allowed for such additional time. This rule applies to the state of the weather during business hours.

## RULE XII.

The Commission reserves the right to hear and grant application to suspend the operation of these rules upon complaint of abuse, or whenever justice shall demand this course.

## RULE XIII.

*Local Transfer and Switching Charges.*

Railroad companies shall furnish shippers cars for loading, and shall also accept from each other cars loaded at warehouses or side-tracks of one road for delivery at side-tracks or warehouses on the other road within the space of two miles beyond the starting point. The railroad company furnishing the car and performing the initial movement may charge two and one-half dollars per car.

## RULE XIV.

When car is destined to a warehouse on a connecting line which requires switching, the company so receiving and delivering may charge \$1.50 additional.

After car is placed for loading, the shipper shall load same within twenty-four hours therefrom, and consignee shall, when car is placed for unloading, unload

same within twenty-four hours; otherwise the usual demurrage charges may be made.

By order of the Commission:

H. C. BROWN,  
*Clerk.*

FRANKLIN MCNEILL,  
*Chairman.*

Effective July 15, 1903.

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CIRCULAR No. 37.

RALEIGH, May 6, 1903.

Authority granted for the charge of \$1.00 and \$1.50 for transferring or switching of cars on joint freight between Southern Railway and Seaboard Air Line at Raleigh, Durham, Henderson and other points is withdrawn.

By order of the Commission:

H. C. BROWN,  
*Clerk.*

FRANKLIN MCNEILL,  
*Chairman.*

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## PART TWO.

ASSESSMENT OF RAILROAD, STREET RAILWAY, ELECTRIC LIGHT  
AND POWER, GAS, TELEGRAPH, TELEPHONE, EXPRESS,  
SLEEPING CAR, REFRIGERATOR, STEAMBOAT  
AND CANAL COMPANIES, FOR  
THE YEAR 1903.

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STATEMENT A—Showing the Number of Miles and the Total Assessed Valuation of all Railroads and Railroad Property in the State, as Determined by the North Carolina Corporation Commission, for the Year 1903.

Name of Road.	Mileage.		Total Value Tangible Property.	Total Value Intangible Property.	Total Valuation.	Local Assessment.	Valuation Less Local Assessment.
	Main Line.	Sidings.					
Atlantic Coast Line Railroad Co.-----	947.83	171.09	\$13,402,448.00	\$11,051,566.00	\$24,454,014.00	\$ 477,132.00	\$ 23,976,882.00
Seaboard Air Line Railway Co.-----	612.12	104.46	7,260,688.00	5,239,312.00	12,500,000.00	268,198.00	12,231,802.00
Southern Railway—owned lines-----	589.41	76.03	12,466,330.00	2,268,920.00	14,735,250.00	164,300.00	14,570,950.00
SOUTHERN RAILWAY—LEASED LINES—							
Asheville and Spartanburg-----	41.92	3.24	370,145.00	-----	370,145.00	-----	370,145.00
Atlanta and Charlotte Air Line-----	43.19	11.52	983,655.00	312,045.00	1,295,700.00	64,400.00	1,231,300.00
Atlantic and Danville-----	22.00	.40	194,529.00	25,471.00	220,000.00	-----	220,000.00
Atlantic and Yadkin-----	161.08	19.96	1,399,870.00	210,930.00	1,610,800.00	10,800.00	1,600,000.00
High Point, Randleman, Ashboro and Southern-----	26.78	3.67	171,040.00	96,760.00	267,800.00	200.00	267,600.00
North Carolina-----	223.20	57.51	4,646,643.00	2,033,357.00	6,680,000.00	135,900.00	6,544,100.00
North Carolina Midland-----	53.51	2.08	328,305.00	206,795.00	535,100.00	2,878.00	532,222.00
North and South Carolina-----	3.73	.89	11,190.00	-----	11,190.00	-----	11,190.00
South Carolina and Georgia-----	63.60	2.81	344,555.00	-----	344,555.00	-----	344,555.00
State University-----	10.14	.42	25,049.00	-----	25,049.00	-----	25,049.00
Southern Railway (interest in Raleigh Station)-----	-----	-----	10,000.00	-----	10,000.00	-----	10,000.00
Yadkin-----	41.00	3.69	205,000.00	-----	205,000.00	450.00	204,550.00
Total leased lines-----	690.15	106.19	8,689,981.00	2,885,358.00	11,575,339.00	214,628.00	11,360,711.00
Total owned lines-----	589.41	76.03	12,466,330.00	2,268,920.00	14,735,250.00	164,300.00	14,570,950.00
Grand total owned and leased lines-----	1,279.56	182.22	21,156,311.00	5,154,278.00	26,310,589.00	378,928.00	25,931,661.00

## MISCELLANEOUS ROADS—

Aberdeen and Ashboro-----	80.85	3.75	233,875.00	96,125.00	330,000.00	1,200.00	328,800.00
Aberdeen and Rockfish-----	44.00	2.15	125,420.00	54,580.00	180,000.00	-----	180,000.00
Atlanta, Knoxville and Northern-----	13.10	1.00	52,400.00	13,100.00	65,500.00	-----	65,500.00
Atlantic and North Carolina-----	95.00	-----	679,193.00	95,107.00	774,300.00	-----	774,300.00
Caldwell and Northern-----	10.60	1.50	40,284.00	9,273.00	49,557.00	617.72	48,939.28
Cape Fear and Northern-----	35.95	1.24	124,382.00	19,418.00	143,800.00	3,300.00	140,500.00
Carolina Northern-----	20.76	1.83	76,335.00	6,705.00	83,040.00	-----	83,040.00
Carolina and Northwestern-----	63.50	6.06	508,000.00	-----	508,000.00	330.00	507,670.00
Carthage-----	18.50	.50	50,000.00	-----	50,000.00	-----	50,000.00
Cashie and Chowan-----	7.00	6.00	19,500.00	7,220.00	26,720.00	-----	26,720.00
Chowan and Aulander-----	24.00	.85	30,000.00	-----	30,000.00	-----	30,000.00
Danville and Western-----	8.25	.75	32,000.00	-----	32,000.00	-----	32,000.00
Durham and Charlotte-----	33.75	1.39	100,000.00	-----	100,000.00	650.00	99,350.00
East Carolina-----	24.52	.63	49,044.00	-----	49,044.00	-----	49,044.00
East Tennessee and Western North Carolina-----	3.00	.25	20,000.00	-----	20,000.00	-----	20,000.00
Lawndale-----	9.00	.50	21,000.00	-----	21,000.00	-----	21,000.00
Linville River-----	12.00	.75	30,000.00	18,000.00	48,000.00	-----	48,000.00
Mount Airy and Eastern-----	5.00	.50	10,000.00	-----	10,000.00	300.00	9,700.00
New Hanover Transit Co.-----	4.00	-----	7,500.00	-----	7,500.00	800.00	6,700.00
Norfolk and Southern-----	82.76	16.60	1,116,940.00	383,060.00	1,500,000.00	16,388.00	1,483,612.00
Norfolk and Western-----	87.34	12.90	1,084,853.25	154,500.75	1,239,354.00	4,930.00	1,234,424.00
Northampton and Hertford-----	9.00	-----	27,000.00	3,000.00	30,000.00	-----	30,000.00
Oxford and Coast Line-----	4.51	-----	25,000.00	-----	25,000.00	450.00	24,550.00
Raleigh and Cape Fear-----	24.00	1.50	136,300.00	38,700.00	175,000.00	-----	175,000.00
Raleigh and Western-----	8.00	-----	25,000.00	-----	25,000.00	-----	25,000.00

## STATEMENT A—Continued.

Name of Road.	Mileage.		Total Value Tangible Property.	Total Value Intangible Property.	Total Valuation.	Local Assessment.	Valuation Less Local Assessment.
	Main Line.	Sidings.					
MISCELLANEOUS ROADS—Continued.							
Red Springs and Bowmore-----	19.00	-----	\$ 23,500.00	\$ -----	\$ 23,500.00	\$ -----	\$ 23,500.00
South and Western-----	35.80	-----	150,000.00	-----	150,000.00	-----	150,000.00
Suffolk and Carolina-----	37.03	1.68	141,095.00	43,905.00	185,000.00	7,925.00	177,075.00
Transylvania-----	30.87	.51	115,050.00	39,300.00	154,350.00	-----	154,350.00
Warrenton-----	3.00	.12	9,440.00	-----	9,440.00	-----	9,440.00
Washington and Plymouth-----	33.28	3.13	55,350.00	-----	55,350.00	-----	55,350.00
Wellington and Powellsville-----	24.00	.10	54,000.00	-----	54,000.00	-----	54,000.00
Total miscellaneous roads-----	911.37	66.19	5,172,461.25	981,993.75	6,154,455.00	36,890.72	6,117,564.28
Grand total—all roads-----	3,750.88	523.96	46,991,908.25	22,427,149.75	69,419,058.00	1,161,148.72	68,257,909.28

## RECAPITULATION.

Companies.	Mileage.		Total Valuation.	Local Assessment.	Valuation Less Local Assessment.
	Main Line.	Sidings.			
Atlantic Coast Line Railroad	947.83	171.09	\$24,454,014.00	\$ 477,132.00	\$ 23,976,882.00
Seaboard Air Line Railroad	612.12	104.46	12,500,000.00	268,198.00	12,231,802.00
Southern Railway—owned lines	589.41	76.03	14,735,250.00	164,300.00	14,570,950.00
Southern Railway—leased lines	690.15	106.19	11,575,339.00	214,628.00	11,360,711.00
Miscellaneous Railroads	911.37	66.19	6,154,455.00	36,890.72	6,117,564.28
Total	3,750.88	523.96	69,419,058.00	1,161,148.72	68,257,909.28
Telegraph Companies			989,381.00	430,217.00	559,164.00
Telephone Companies			531,323.42	478,382.14	52,941.28
Southern Express Company			402,106.00	14,199.00	387,910.00
Pullman Company					179,071.00
Electric Light and Gas Companies			374,440.00	306,442.00	67,998.00
Street Railway Companies			1,545,750.00	773,760.00	771,990.00
Water Works Companies			336,625.00	321,425.00	15,200.00
Steamboat Companies					182,046.93
Bridge and Canal Companies			204,000.00	177,539.00	42,461.00
Refrigerator Companies					111,831.83
Grand total			73,802,686.42	3,663,112.86	70,628,523.32

## Telegraph Companies.

### STATEMENT B.

Name of Company.	Officer.	Address.	Local Assessed ment.	Total Assessed Value.	Certified by Corpor- ation Com- mission.
Atlantic Postal Telegraph Cable Co.-----			\$58,697.00	\$58,697.00	\$-----
Elizabeth City and Norfolk Telegraph Co.-----	J. T. McCabe, Secretary	Elizabeth City	125.00	2,260.00	2,135.00
Louisburg Telegraph Co.-----	E. J. Cheatham, Secretary	Louisburg		500.00	500.00
Western Union Telegraph Co.-----	J. B. Tree, Superintendent	Richmond, Va.	371,335.00	927,924.00	556,529.00
Total Telegraph Companies-----			430,217.00	989,881.00	559,164.00

# Telephone Companies.

## STATEMENT C.

Name of Company.	Officer.	Address.	Local Assessed Value.	Total Assessed Value.	Certified by Corporation Commission.
Albemarle Telephone Co.-----	J. S. Efrid, Secretary-----	Albemarle-----	\$ 2,000.00	\$ 4,000.00	\$ 2,000.00
American Telephone and Telegraph Co.-----	C. D. M. Cole, Superintendent-----	Raleigh-----	75,499.00	75,499.00	-----
Ashboro Telephone Co.-----	E. H. Morris, Secretary-----	Ashboro-----	1,375.00	1,375.00	-----
Asheville Telephone Co.-----	C. R. Craig, Secretary-----	Asheville-----	25,000.00	25,000.00	-----
Alligator Telephone Co.-----	Mark Majette, Secretary-----	Columbia-----	500.00	500.00	-----
Boiling Springs Telephone Co.-----	D. J. Hajette, Secretary-----	Boiling Springs-----	560.00	560.00	-----
Burke County Telephone Co.-----	Geo. J. White, President-----	Marion-----	2,500.00	2,500.00	-----
Camden Telephone Co.-----	J. F. McCabe-----	Elizabeth City-----	-----	2,000.00	2,000.00
Carolina Telephone Co.-----	G. A. Holderness, General Manager-----	Tarboro-----	36,001.00	43,600.00	7,599.00
Carolina and Virginia Telephone Co.-----	J. P. Taylor, President-----	Henderson-----	21,700.00	21,700.00	-----
Carthage Telephone Co.-----	J. F. Cole, Secretary-----	Carthage-----	1,140.00	1,140.00	-----
Chapel Hill Telephone Co.-----	J. W. Gore, Manager-----	Chapel Hill-----	1,855.00	1,855.00	-----
Charlotte Telephone Co.-----	J. Q. Taylor, Secretary-----	Charlotte-----	3,500.00	3,500.00	-----
Clinton and Dunn Telephone Co.-----	E. R. Wilson, Secretary-----	Shady Grove-----	1,330.00	1,580.00	250.00
Columbus Telephone Co.-----	E. A. Perry, Secretary-----	Chadbourn-----	7,000.00	7,000.00	-----
Concord Telephone Co.-----	W. C. Houston, President-----	Concord-----	2,600.00	3,000.00	400.00
Edenton Telephone Co.-----	E. R. Conger, President-----	Edenton-----	2,400.00	2,400.00	-----
Elizabeth City Telephone Co.-----	J. T. McCabe, Secretary-----	Elizabeth City-----	1,000.00	7,500.00	6,500.00
Ellenboro Telephone Co.-----	G. B. Pruett, President-----	Ellenboro-----	155.00	155.00	-----

## STATEMENT C—Continued.

Name of Company.	Officer.	Address.	Local Assessed-ment.	Total Assessed Value.	Certified by Corporation Commission.
Forest City Telephone Co. ....	Ed. Thompson, Secretary	Cliffdale	\$ 1,350.00	\$ 1,625.00	\$ 275.00
Gaston Telephone Co. ....	M. C. Hunter, Secretary	Stanley	1,946.80	1,946.80	---
Hamilton Telephone Co. ....					
Hamlet Telephone Co. ....	T. M. Rose, Secretary	Hamlet	1,600.00	1,600.00	---
Hasty Telephone Co. ....	Wm. Jones, Manager	Hasty	50.00	50.00	---
Henderson Telephone Co. ....	Jas. I. Miller, Secretary	Henderson	50,000.00	60,000.00	10,000.00
Hertford County Telephone Co. ....	S. S. Daniel, President	Winton	175.00	475.00	300.00
International Telephone Co. ....	M. G. Wilson, Secretary	Spray	1,500.00	2,000.00	500.00
Interstate Telephone and Telegraph Co. ....	W. W. Shaw, Secretary	Durham	33,623.12	33,623.12	---
Lattimore Telephone Co. ....	T. F. Elliott, Secretary	Ola	525.00	675.00	150.00
Lenoir Electric Co. ....	L. M. Parks, Treasurer	Lenoir	1,800.00	2,940.00	1,140.00
Lexington Telephone Co. ....	J. M. Riley, President	Lexington	1,500.00	1,500.00	---
Lumberton Telephone Co. ....	A. E. White, Secretary	Lumberton	1,810.00	3,000.00	1,190.00
Madison Telephone Co. ....	I. E. Rollins, Secretary	Marshall	1,500.00	1,500.00	---
Marion Telephone Co. ....	J. D. Blanton, Secretary	Marion	800.00	2,000.00	1,200.00
Mebane-Ridgeville Telephone Co. ....	E. L. Daily, Secretary	Ridgeville	623.00	2,150.00	1,527.00
Mocksville Telephone Co. ....	L. G. Horne, President	Mocksville	1,135.00	1,135.00	---
Monroe Telephone Co. ....	Geo. S. Lee, President	Monroe	2,500.00	2,500.00	---
Morehead City Telephone Co. ....	C. S. Wallace, President	Morehead City	566.72	1,250.00	683.28
Mooresville Telephone Co. ....	Zeb. V. Turlington, Secretary	Mooresville	3,882.50	3,882.50	---
Mutual Telephone Co. ....	J. F. Miller, Secretary	Rural Hall	1,385.00	1,385.00	---
Oconee Telephone Co. ....	W. R. Doyle, Secretary	Seneca, S. C.	250.00	500.00	250.00

Pamlico and Beaufort Telephone Co.	J. R. Rice, Secretary	Bayboro	1,450.00	1,450.00	---
Piedmont Telephone and Telegraph Co.	W. T. Love, President	Gastonia	21,255.00	22,500.00	1,245.00
Pittsboro Telegraph and Telephone Co.	W. L. London, President	Pittsboro	250.00	500.00	250.00
Polk County Telephone Co.	Geo. A. Gash, Secretary	Tryon	1,000.00	1,000.00	---
Raleigh Telephone Co.	E. L. Harris, Secretary	Raleigh	7,500.00	7,500.00	---
Rutherfordton Telephone Co.	N. P. Mills, Secretary	Rutherfordton	2,300.00	2,300.00	---
Reidsville Telephone and Telegraph Co.	Francis Womack, Secretary	Reidsville	3,500.00	3,500.00	---
Rich Square and Jackson Telephone Co.	J. W. Weaver, Secretary	Rich Square	146.00	146.00	---
Salisbury Telephone Co.	W. F. Snider, President	Salisbury	10,000.00	13,500.00	3,500.00
Snow Hill and Farmville Telephone Co.	B. W. Edwards, Manager	Snow Hill	100.00	100.00	---
Southern Bell Telephone and Telegraph Co.	D. R. Carson, Secretary	Atlanta, Ga.	129,346.00	129,346.00	---
Statesville Telephone Co.	F. N. Brown, President	Statesville	2,075.00	4,000.00	1,925.00
Taylorsville Telephone Co.	E. W. Moose, President	Taylorsville	333.00	600.00	267.00
Thomasville Telephone Co.	J. F. Hayden, Secretary	Thomasville	1,755.00	1,755.00	---
Tyrrell County Telephone Co.	A. L. Walker, Secretary	Columbia	450.00	450.00	---
Wadesboro Telephone Co.	W. P. Parsons, President	Wadesboro	2,400.00	2,400.00	---
Washington County Telephone Co.	A. L. Walker, Secretary	Columbia	600.00	600.00	---
Washington and Hyde County Telephone Co.	C. P. Aycock, Secretary	Pantego	1,200.00	2,150.00	950.00
Washington and Aurora Telephone Co.	M. B. Wilkinson, President	Aurora	1,425.00	1,425.00	---
Waynesville Telephone Co.	J. P. Swift, Secretary	Waynesville	1,500.00	2,500.00	1,000.00
Williamston Telephone Co.	W. C. Manning, President	Williamston	2,150.00	3,000.00	840.00
Total Telephone Companies.			478,382.14	531,323.42	52,941.28

## Southern Express Company.

## STATEMENT D.

Name of Company.	Officer.	Address.	Local Assess- ment.	Total Assessed Value.	Certified by Corpor- ation Com- mission.
Southern Express Co.-----	F. J. Virgin, Auditor-----	Chattanooga, Tenn.---	\$14,199.00	\$402,109.00	\$387,910.00

## Pullman Company.

## STATEMENT E.

Name of Company.	Officer.	Address.	Local Assess- ment.	Total Assessed Value.	Certified by Corpor- ation Com- mission.
Pullman Company-----	A. S. Weinsheimer, Secretary-----	Chicago, Ill.-----	-----	\$179,071.00	\$179,171.00

# Electric Light and Gas Companies.

## STATEMENT F.

Name of Company.	Officer.	Address.	Local Assessed-ment.	Total Assessed-Value.	Certified by Corpora-tion Com-mission.
Cape Fear Power Co. -----	R. P. Gray, Secretary	Greensboro -----	\$ 5,710.00	\$ 5,710.00	-----
Carolina Electric Co. -----	H. C. McNair, Secretary	Maxton -----	2,150.00	2,150.00	-----
Concord Electric Light Co. -----	J. W. Cannon, Secretary	Concord -----	3,000.00	3,000.00	-----
Durham Light and Power Co. -----	R. W. Winston, President	Durham -----	27,500.00	40,000.00	12,500.00
Elizabeth City Electric Light and Power Co. -----	M. W. Offutt, President	Baltimore, Md. -----	-----	2,000.00	2,000.00
Elkin Light and Power Co. -----	H. G. Chatham, Secretary	Elkin -----	2,000.00	2,000.00	-----
Fayetteville Gas and Electric Co. -----	H. C. Bash, Secretary	Fayetteville -----	10,000.00	10,000.00	-----
Fayetteville Water, Light and Power Co. -----	G. Ferris, President	Jersey City, N. J. -----	50,000.00	50,000.00	-----
Greensboro Gas and Electric Light Co. -----	Z. V. Taylor, Secretary	Greensboro -----	29,100.00	50,000.00	20,900.00
Greensboro Electric Light and Power Co. -----	Z. V. Taylor, Secretary	Greensboro -----	100.00	100.00	-----
Henderson Lighting and Power Co. -----	J. H. Bridgers, Secretary	Henderson -----	3,000.00	8,230.00	5,230.00
Lexington Electric Light and Power Co. -----	J. M. Riley, President	Lexington -----	1,200.00	1,200.00	-----
Salisbury Gas and Electric Light Co. -----	Edward T. Frost, Secretary	Salisbury -----	30,000.00	30,000.00	-----
Standard Gas and Electric Co. -----	H. W. Jackson, Secretary	Raleigh -----	42,632.00	60,000.00	17,318.00
Washington Light and Water Co. -----	Geo. T. Leach, Manager	Washington -----	20,000.00	30,000.00	10,000.00
Wilmington Sewerage Co. -----	John H. Crome, Jr., Secretary	Philadelphia, Pa. -----	80,000.00	80,000.00	-----
Total -----			306,442.00	374,440.00	67,998.00

## Street Railway Companies.

STATEMENT G.

Name of Company.	Officer.	Address.	Local Assessment.	Total Assessed Value.	Certified by Corporation Commission.
Asheville and Craggy Mountain Railway Co.	Walter B. Gwyn, Secretary	Asheville	\$ 11,890.00	\$ 21,210.00	\$ 9,320.00
Asheville Electric Co.	H. W. Plummer, Secretary	Asheville	189,881.00	250,000.00	60,119.00
Charlotte Consolidated Construction Co.	E. D. Latta, President	Charlotte	79,960.00	300,000.00	220,040.00
Consolidated Railways Light and Power Co.	M. F. H. Gouverneur, Vice-President	Wilmington	136,500.00	325,000.00	188,500.00
Greensboro Electric Co.	Z. V. Taylor, Secretary	Greensboro	37,500.00	150,000.00	112,500.00
Pinehurst Railroad Co.	Thos. B. Cotter, Manager	Pinehurst	5,000.00	9,540.00	4,540.00
The Durham Traction Co.	J. S. Manning, Secretary	Durham	64,000.00	200,000.00	136,000.00
The Fries Manufacturing and Power Co.	Bernard J. Pfohl, Secretary	Winston-Salem	209,029.00	250,000.00	40,971.00
The Raleigh Electric Co.	Wm. J. Andrews, President	Raleigh	40,000.00	40,000.00	-----
Total			773,760.00	1,545,750.00	771,990.00

## Water Works Companies.

## STATEMENT H.

Name of Company.	Name of Officer.	Address.	Local Assessment.	Total Assessed Value.	Certified by Corporation Commission.
Durham Water Co. -----	J. C. Michie, Superintendent.-----	Durham -----	\$100,125.00	\$100,125.00	\$-----
Fayetteville Water Works Co. -----	H. C. Bash, Secretary -----	Fayetteville -----	1,000.00	1,000.00	-----
Henderson Water Co.-----	W. A. Hunt, Secretary -----	Henderson -----	30,000.00	30,000.00	-----
Salem Water Supply Co.-----	H. F. Shaffner, Secretary -----	Winston-Salem -----	15,300.00	20,500.00	5,200.00
The Clarrendon Water Works Co. -----	Wm. F. Robertson, Manager -----	Wilmington -----	50,000.00	60,000.00	10,000.00
Wake Water Co. -----	Julius Lewis, President -----	Raleigh -----	125,000.00	125,000.00	-----
Total-----			321,425.00	336,625.00	15,200.00

## Steamboat Companies.

## STATEMENT I.

Name of Company.	Officer.	Address.	Local Assessment.	Total Assessed Value.	Certified by Corporation Commission.
Albemarle Steam Navigation Co. ....	J. A. Pritlow, President.....	Franklin, Va. ....	\$ .....	\$ .....	\$ 8,100.00
Cape Fear and Peoples Steamboat Co. ....	W. S. Cook, Manager.....	Fayetteville .....	.....	.....	6,500.00
Cape Fear Towing and Transportation Co. ....	Wm. St. George, President.....	Southport .....	.....	.....	25,000.00
Diamond Steamboat and Wrecking Co. ....	E. D. Williams, General Manager.....	Wilmington .....	.....	.....	10,500.00
Fairfield and Elizabeth City Transportation Co. ....	F. F. Spencer, President.....	Fairfield .....	.....	.....	1,500.00
Fayetteville and Wilmington Steamboat Co. ....	A. A. Lisman, President.....	New York, N. Y. ....	.....	.....	15,000.00
Flynn and Company .....	G. T. Flynn, Manager.....	Wilmington .....	.....	.....	1,000.00
Goldsboro Navigation Co. ....	Thos. H. Holdiness, Secretary.....	Goldsboro .....	.....	.....	2,000.00
Grifton Transportation Co. ....	L. A. Cobb, Treasurer.....	Grifton .....	.....	.....	2,500.00
Independent Steamboat Line Co. ....	J. J. Lasitter, President.....	New Bern .....	.....	.....	2,500.00
Merchants and Farmers Steamboat Co. ....	T. D. Love, Manager.....	Fayetteville .....	.....	.....	8,000.00
Old Dominion Steamship Co. ....	W. L. Guilandier, President.....	New York, N. Y. ....	.....	.....	65,000.00
Petersburg, Norfolk and Weldon Steamboat Co. ....	W. T. Shaw, Treasurer.....	Weldon .....	.....	.....	15,500.00
Roanoke and Tar River Steamboat Co. ....	John D. Biggs, Treasurer.....	Williamston .....	.....	.....	11,946.93
Tar River Oil Co. ....	E. V. Zoeller, General Manager.....	Tarboro .....	.....	.....	4,500.00
Vanceboro Steamboat Co. ....	J. B. Harvey, President.....	Vanceboro .....	.....	.....	1,500.00
Wilmington Towing and Construction Co. ....	W. G. Elliott, Jr., President.....	Wilmington .....	7,250.00	7,250.00	-----
Total .....	.....	.....	7,250.00	7,250.00	182,046.93

# Bridge and Canal Companies.

## STATEMENT J.

Name of Company.	Officer.	Address.	Local Assess- ment.	Total Assessed Value.	Certified by Corpor- ation Com- mission.
Albemarle and Chesapeake Canal Co.-----	D. S. Burwell, Secretary-----	Norfolk, Va.-----	\$ 82,589.00	\$100,000.00	\$ 17,411.00
Brunswick Bridge and Ferry Co.-----	W. A. McGowan, Treasurer-----	Wilmington-----	14,000.00	15,400.00	1,400.00
Fairfield Canal and Turnpike Co.-----	S. B. Sadler, Treasurer-----	Fairfield-----	450.00	8,100.00	7,650.00
Lake Drummond Canal Co.-----	W. B. Brooks, Jr.-----	Baltimore, Md.-----	-----	-----	16,000.00
Piedmont Toll Bridge Co.-----	O. D. Davis, Secretary-----	Salisbury-----	8,000.00	8,000.00	-----
Roanoke Navigation and Water Power Co.-----	James W. Wilson, President-----	Weldon-----	72,500.00	72,500.00	-----
Total-----	-----	-----	177,539.00	204,000.00	42,461.00

## Refrigerator Companies.

## STATEMENT K.

Name of Company.	Officer.	Address.	Local Assessment.	Total Assessed Value.	Certified by Corporation Commission.
American Refrigerator Transit Co.	A. W. Brooke, Secretary	St. Louis, Mo.	-----	-----	\$ 1,060.00
Anglo-American Refrigerator Car Co.	Frederick Cowin, Secretary	Chicago, Ill.	-----	-----	400.00
Armour Car Lines	Chas. W. Conely	do	-----	-----	8,000.00
American Cotton Oil Co.	Justus E. Ralph, Secretary	New York, N. Y.	-----	-----	14,700.00
Continental Fruit Express	Samuel McRoberts, Secretary	Chicago, Ill.	-----	-----	1,900.00
Cudahy-Milwaukee Refrigerator Line	J. A. Kiltredge, General Manager	Milwaukee, Wis.	-----	-----	393.00
Hammond Refrigerator Line	J. D. Standish, Secretary	Chicago, Ill.	-----	-----	500.00
Kansas City Refrigerator Car Co.	H. A. Thompson, Secretary	Kansas City, Kan.	-----	-----	400.00
Lipton Car Lines	Thomas J. Lipton, Owner Union Stock Yards	Chicago, Ill.	-----	-----	400.00
Merchants Dispatch Transportation Co.	Francis F. Flagg, Secretary	65 Broadway, N. Y.	-----	-----	1,931.83
National Car Co.	F. S. Stranhan, Secretary	St. Albans, Vt.	-----	-----	9,920.00
Produce Shippers Dispatch Co.	E. J. Cooney, Secretary	Louisville, Ky.	-----	-----	3,500.00
Produce Dealers Dispatch Co.	Wm. G. Finn, Secretary	Chicago, Ill.	-----	-----	2,400.00
Robt. Portner Brewing Co.	P. McK. Baldwin, Secretary	Alexandria, Va.	-----	-----	4,370.00
Southern Cotton Oil Co.	Alan H. Harris, Treasurer	New York, N. Y.	-----	-----	9,000.00
Streets Western Stable Car Line Co.	Howard Hill, Secretary	Chicago, Ill.	-----	-----	250.00
Swifts Refrigerator Transportation Co.	F. W. Croker, Secretary	Boston, Mass.	-----	-----	1,200.00
The Santa Fe Refrigerator Dispatch Co.	E. T. Cartledge, Tax Clerk	Topeka, Kan.	-----	-----	500.00
Union Refrigerator Transit Co.	S. P. Vickroy, Secretary	St. Louis, Mo.	-----	-----	1,816.00
Union Tank Line Co.	H. R. Payne, Secretary	26 Broadway, N. Y.	-----	-----	49,239.00
Western Refrigerator Line Co.	B. Morehead, Tax Agent	St. Louis, Mo.	-----	-----	42.00
Total	-----	-----	-----	-----	111,831.83

STATEMENT L—Showing Railroads, Assessed Value and Apportionment to Counties and Towns, for the Year 1903.

Name of Road.	County.	Name of Town.	Distance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE.	Anson	-----	13.90	\$ 25,296.61	\$ 351,622.74
	Beaufort	-----	6.62	25,296.61	167,463.46
	Bertie	-----	13.09	25,296.61	331,132.49
	Brunswick	-----	12.88	25,296.61	325,820.20
	Columbus	-----	75.62	25,296.61	1,912,929.41
	Craven	-----	9.44	25,296.61	238,799.90
	Cumberland	-----	60.13	25,296.61	1,521,084.97
	Duplin	-----	36.96	25,296.61	934,962.57
	Edgecombe	-----	43.83	25,296.61	1,108,750.32
	Gates	-----	14.84	25,296.61	375,401.60
	Halifax	-----	61.09	25,296.61	1,545,369.72
	Harnett	-----	20.02	25,296.61	506,438.00
	Hertford	-----	14.53	25,296.61	367,559.66
	Johnston	-----	43.62	25,296.61	1,103,437.99
	Jones	-----	15.79	25,296.61	399,433.34
	Lenoir	-----	11.07	25,296.61	280,083.34
	Martin	-----	52.24	25,296.61	1,321,494.77
	Moore	-----	8.55	25,296.61	216,285.97
	Nash	-----	30.38	25,296.61	768,510.97
	New Hanover	-----	29.68	25,296.61	750,803.25
	Northampton	-----	7.03	25,296.61	177,835.07
	Onslow	-----	36.31	25,296.61	918,519.77

## STATEMENT L—Continued.

Name of Road.	County.	Name of Town.	Distance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE—Continued.	Pender	-----	59.99	\$ 25,296.61	\$ 1,517,543.45
	Pitt	-----	56.49	25,296.61	1,429,005.36
	Robeson	-----	80.69	25,296.61	2,041,183.23
	Sampson	-----	49.35	25,296.61	1,243,387.57
	Scotland	-----	10.03	25,296.61	253,724.92
	Washington	-----	3.87	25,296.61	97,897.82
	Wayne	-----	38.52	25,296.61	974,425.28
	Wilson	-----	31.27	25,296.61	791,024.86
		Ahoskie	.46	25,296.61	11,636.44
		Autryville	.60	25,296.61	15,177.97
		Ayden	.36	25,296.61	9,106.78
		Battleboro	.50	25,296.61	12,648.30
		Benson	.50	25,296.61	12,648.30
		Bethel	.27	25,296.61	6,830.08
		Black Creek	.51	25,296.61	12,901.27
		Boardman	1.05	25,296.61	26,561.44
		Boyette	.50	25,296.61	12,648.30
		Burgaw	1.00	25,296.61	25,296.61
		Cerro Gordo	.78	25,296.61	19,731.86
		Chadbourn	2.00	25,296.61	50,593.22
		Clinton	.45	25,296.61	11,383.47

Coneioe	-----	.57	25,296.61	14,419.07
Conoho	-----	1.74	25,296.61	44,016.10
Dunn	-----	1.00	25,296.61	25,296.61
Elm City	-----	.53	25,296.61	13,407.20
Enfield	-----	1.00	25,296.61	25,296.61
Everette	-----	.83	25,296.61	20,996.19
Fair Bluff	-----	1.00	25,296.61	25,296.61
Faison	-----	.68	25,296.61	17,201.69
Fayetteville	-----	4.21	25,296.61	106,498.73
Four Oaks	-----	.53	25,296.61	13,407.20
Fremont	-----	.85	25,296.61	21,502.12
Gibson	-----	.37	25,296.61	9,359.74
Goldsboro	-----	1.90	25,296.61	48,063.55
Greenville	-----	.90	25,296.61	22,766.94
Grifton	-----	.59	25,296.61	14,924.99
Halifax	-----	.70	25,296.61	17,707.62
Hobgood	-----	.94	25,296.61	23,778.81
Hope Mills	-----	1.50	25,296.61	37,944.91
Jamesville	-----	.57	25,296.61	14,419.07
Jacksonville	-----	.64	25,296.61	16,189.84
Jerome	-----	.50	25,296.61	12,648.31
Jonesboro	-----	1.00	25,296.61	25,296.61
Kelford	-----	.56	25,296.61	14,166.11
Kenly	-----	.50	25,296.61	12,648.30
Kinston	-----	.36	25,296.61	9,106.78
Lucama	-----	.53	25,296.61	13,407.21

## STATEMENT L—Continued.

Name of Road.	County.	Name of Town.	Distance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE—Continued.		Lumber Bridge---	1.00	\$ 25,296.61	\$ 25,296.61
		Magnolia -----	1.00	25,296.61	25,296.61
		Maxton -----	1.02	25,296.61	25,802.55
		McFarland -----	1.00	25,296.61	25,296.61
		Morven -----	1.00	25,296.61	25,296.61
		Mount Olive-----	.67	25,296.61	16,948.73
		Nashville -----	.67	25,296.61	16,948.73
		New Bern -----	1.20	25,296.61	30,355.94
		Parnalee -----	2.36	25,296.61	59,699.99
		Pembroke -----	1.00	25,296.61	25,296.61
		Pikeville -----	.65	25,296.61	16,442.79
		Plymouth -----	.30	25,296.61	7,588.99
		Pollockville-----	.49	25,296.61	12,385.34
		Princeville -----	.45	25,296.61	11,383.48
		Red Springs-----	1.00	25,296.61	25,296.61
		Rennert -----	2.00	25,296.61	50,593.23
		Robersonville ---	.86	25,296.61	21,755.09
		Rocky Mount-----	1.36	25,296.61	34,403.39
		Roseboro -----	.50	25,296.61	12,648.30
		Rowland -----	1.00	25,296.61	25,296.61
		Sanford -----	.60	25,296.61	15,177.98
		Scotland Neck----	1.00	25,296.61	25,296.61

## SEABOARD AIR LINE RAILWAY.

Selma	-----	.95	25,296.61	24,081.78
Smithfield	-----	.65	25,296.61	16,442.79
Speed	-----	.64	25,296.61	16,189.84
Springhope	-----	.67	25,296.61	16,948.73
Tarboro	-----	1.67	25,296.61	42,245.35
Union City	-----	1.05	25,296.61	26,561.44
Wallace	-----	1.00	25,296.61	25,296.61
Warsaw	-----	1.46	25,296.61	36,933.05
Washington	-----	.97	25,296.61	24,537.71
Weldon	-----	1.20	25,296.61	30,355.93
Whitakers	-----	1.00	25,296.61	25,296.61
Whiteville	-----	1.06	25,296.61	26,814.41
Williamston	-----	1.18	25,296.61	29,849.99
Wilmington	-----	4.44	25,296.61	112,316.95
Wilson	-----	.81	25,296.61	20,490.25
Anson	-----	27.50	19,982.69	549,523.89
Bertie	-----	7.60	19,982.69	151,868.39
Bladen	-----	32.80	19,982.69	655,432.14
Brunswick	-----	12.24	19,982.69	244,588.04
Chatham	-----	27.20	19,982.69	543,529.08
Cleveland	-----	21.30	19,982.69	425,631.21
Columbus	-----	8.90	19,982.69	177,845.89
Durham	-----	10.39	19,982.69	207,620.08
Franklin	-----	22.91	19,982.69	457,803.34
Gaston	-----	17.50	19,982.69	349,697.00

## STATEMENT L—Continued.

Name of Road.	County.	Name of Town.	Distance.	Valuation Per Mile.	Total Assessed Value.
SEABOARD AIR LINE RAILWAY—Continued.	Granville-----	-----	22.36	\$ 19,982.69	\$ 446,812.85
	Halifax-----	-----	20.31	19,982.69	405,846.35
	Lincoln-----	-----	15.60	19,982.69	311,729.88
	Mecklenburg-----	-----	23.90	19,982.69	477,586.21
	Moore-----	-----	38.50	19,982.69	769,333.43
	New Hanover-----	-----	3.37	19,982.69	67,341.61
	Northampton-----	-----	42.67	19,982.69	852,661.30
	Richmond-----	-----	47.19	19,982.69	942,983.03
	Robeson-----	-----	30.60	19,982.69	611,470.23
	Rutherford-----	-----	15.72	19,982.69	314,127.80
	Scotland-----	-----	20.71	19,982.69	413,841.42
	Union-----	-----	39.90	19,982.69	797,309.20
	Vance-----	-----	28.35	19,982.69	566,506.18
	Wake-----	-----	43.39	19,982.69	867,048.80
	Warren-----	-----	31.21	19,982.69	623,659.65
		Aberdeen-----	1.00	19,982.69	19,982.69
		Apex-----	1.04	19,982.69	20,782.00
		Cary-----	1.10	19,982.69	21,980.95
		Cameron-----	1.20	19,982.69	23,979.22
		Charlotte-----	1.10	19,982.69	21,980.95
		Cherryville-----	1.00	19,982.69	19,982.69

Durham-----	.94	19,982.69	18,788.73
Ellenboro-----	1.30	19,982.69	25,977.50
Franklinton-----	.96	19,982.69	19,133.39
Garysburg-----	1.50	19,982.69	29,974.03
Gibson-----	.85	19,982.69	16,985.29
Hamlet-----	3.26	19,982.69	65,143.58
Henderson-----	2.43	19,982.69	48,557.94
Hoffman-----	1.08	19,982.69	21,581.30
Kelford-----	.57	19,982.69	11,390.14
Keyser-----	1.00	19,982.69	19,982.69
Kittrell-----	.30	19,982.69	5,994.80
Laurinburg-----	1.20	19,982.69	23,979.22
Lilesville-----	1.00	19,982.69	19,982.69
Lincolnton-----	1.80	19,982.69	35,968.85
Littleton-----	1.40	19,982.69	27,975.77
Louisburg-----	.55	19,982.69	10,990.49
Lumberton-----	.30	19,982.69	5,994.80
Macon-----	1.00	19,982.69	19,982.69
Manly-----	1.00	19,982.69	19,982.69
Margarettsville-----	1.00	19,982.69	19,982.69
Marshville-----	1.00	19,982.69	19,982.69
Matthews-----	.90	19,982.69	17,984.41
Maxton-----	1.28	19,982.69	25,577.85
Merry Oaks-----	.74	19,982.69	14,787.20
Monroe-----	1.48	19,982.69	29,574.39
Mount Holly-----	1.30	19,982.69	25,977.49

## STATEMENT L—Continued.

Name of Road.	County.	Name of Town.	Distance.	Valuation. Per Mile.	Total Assessed Value.
SEABOARD AIR LINE RAILWAY—Continued.		Pittsboro-----	.33	\$ 19,982.69	\$ 6,594.29
		Polkton-----	1.00	19,982.69	19,982.69
		Raleigh-----	1.10	19,982.69	21,980.95
		Rockingham-----	.50	19,982.69	9,991.34
		Sanford-----	1.00	19,982.69	19,982.69
		Seaboard-----	1.00	19,982.69	19,982.69
		Shelby-----	1.10	19,982.69	21,980.95
		Southern Pines-----	1.46	19,982.69	29,174.73
		Stanly Creek-----	.50	19,982.69	9,991.34
		Vaughan-----	.85	19,982.69	16,985.29
		Waco-----	1.00	19,982.69	19,982.69
		Wake Forest-----	1.00	19,982.69	19,982.69
		Waxhaw-----	.31	19,982.69	6,194.64
		Weldon-----	.72	19,982.69	14,387.54
SOUTHERN RAILWAY—Owned Lines.		Wilmington-----	1.00	19,982.69	19,982.69
		Youngsville-----	.50	19,982.69	9,991.34
	Alexander-----		9.16	24,721.25	226,446.57
	Buncombe-----		47.49	24,721.25	1,174,012.04
	Burke-----		29.70	24,721.25	734,221.00
	Caswell-----		7.10	24,721.25	175,520.79

Catawba-----	22.94	24,721.25	567,105.37
Cherokee-----	23.95	24,721.25	592,073.81
Durham-----	11.18	24,721.25	276,383.47
Forsyth-----	36.71	24,721.25	907,516.97
Granville-----	43.81	24,721.25	1,083,037.84
Guilford-----	26.63	24,721.25	658,326.77
Haywood-----	21.57	24,721.25	533,237.25
Iredell-----	52.91	24,721.25	1,308,001.21
Jackson-----	22.89	24,721.25	565,869.79
Macon-----	2.57	24,721.25	63,533.53
Madison-----	28.30	24,721.25	699,611.27
McDowell-----	32.24	24,721.25	797,012.99
Mecklenburg-----	34.88	24,721.25	862,277.08
Rockingham-----	21.20	24,721.25	524,090.39
Rowan-----	17.52	24,721.25	433,116.19
Surry-----	33.13	24,721.25	819,015.00
Swain-----	38.36	24,721.25	948,307.02
Vance-----	7.06	24,721.25	174,531.93
Wilkes-----	18.11	24,721.25	447,701.72
Asheville-----	1.54	24,721.25	38,070.72
Biltmore-----	.30	24,721.25	7,416.37
Black Mountain-----	1.00	24,721.25	24,721.25
Bryson City-----	1.00	24,721.25	24,721.25
Canton-----	.50	24,721.25	12,360.62
Catawba-----	1.00	24,721.25	24,721.25
Charlotte-----	1.85	24,721.25	45,734.32

## STATEMENT L—Continued.

Name of Road.	County.	Name of Town.	Distance.	Valuation Per Mile.	Total Assessed Value.
SOUTHERN RAILWAY—Owned Lines—Continued.		Claremont-----	1.00	\$ 24,721.25	\$ 24,721.25
		Cleveland-----	.70	24,721.25	17,304.87
		Clyde-----	.40	24,721.25	9,888.50
		Conover-----	1.04	24,721.25	25,710.11
		Davidson-----	1.08	24,721.25	26,698.96
		Dillsboro-----	1.10	24,721.25	27,193.38
		Durham-----	.83	24,721.25	20,518.63
		Elkin-----	1.62	24,721.25	40,048.43
		Glen Alpine-----	1.00	24,721.25	24,721.25
		Greensboro-----	1.80	24,721.25	44,498.25
		Henderson-----	.36	24,721.25	8,899.65
		Hickory-----	2.00	24,721.25	49,442.50
		Huntersville-----	1.00	24,721.25	24,721.25
		Hot Springs-----	1.08	24,721.25	26,698.95
		Kernersville-----	1.29	24,721.25	31,890.42
		Marion-----	1.28	24,721.25	31,643.21
		Marshall-----	1.03	24,721.25	25,462.88
		Mooresville-----	2.00	24,721.25	49,442.50
		Morganton-----	1.59	24,721.25	39,306.78
		Murphy-----	.52	24,721.25	12,855.05
		Newton-----	.41	24,721.25	10,135.72

Depot	Wake	North Wilkesboro	1.49	24,721.25	36,894.66
Asheville and Spartanburg Railroad	Buncombe	Old Fort	.75	24,721.25	18,540.93
	Henderson	Oxford	.70	24,721.25	17,804.87
	Polk	Pineville	1.00	24,721.25	24,721.25
		Reidsville	1.14	24,721.25	28,182.22
		Ruffin	1.00	24,721.25	24,721.25
		Salem	.37	24,721.25	9,146.86
		Salisbury	1.27	24,721.25	31,395.98
		Statesville	1.67	24,721.25	41,284.48
		Sylva	1.50	24,721.25	37,081.88
		Taylorsville	.42	24,721.25	10,382.92
SOUTHERN RAILWAY—Leased Lines.		Victoria	1.50	24,721.25	37,081.88
		Waynesville	1.34	24,721.25	33,126.48
		Winston	1.29	24,721.25	31,890.42
	Wake	Raleigh			10,000.00
Atlanta and Charlotte Railway	Buncombe		10.36	8,829.79	91,476.69
	Henderson		21.56	8,829.79	190,370.41
	Polk		10.00	8,829.79	88,297.90
		Hendersonville	1.41	8,829.79	12,450.00
		Saluda	1.00	8,829.79	8,829.79
		Victoria	.14	8,829.79	1,236.17
	Cleveland		8.77	28,508.91	250,023.18
	Gaston		23.00	28,508.91	655,705.02
	Mecklenburg		11.42	28,508.91	325,571.80
		Grover	.50	28,508.91	14,254.45

## STATEMENT L—Continued.

Name of Road.	County.	Name of Town.	Distance.	Valuation Per Mile.	Total Assessed Value.
SOUTHERN RAILWAY—Leased Lines—Continued.		King's Mountain	1.53	\$ 28,508.91	\$ 43,618.63
		Gaston	2.00	28,508.91	57,017.82
		Lowell	.96	28,508.91	27,368.55
		Bessemer City	2.96	28,508.91	84,386.38
		Belmont	.50	28,508.91	14,254.45
		Charlotte	1.85	28,508.91	52,741.49
Atlantic and Danville Railroad	Caswell		14.60	10,000.00	146,000.00
	Person		5.20	10,000.00	52,000.00
	Granville		2.20	10,000.00	22,000.00
Atlantic and Yadkin Railway	Surry		17.40	9,932.95	172,833.39
	Stokes		20.80	9,932.95	206,605.42
	Forsyth		10.77	9,932.95	106,977.90
	Guilford		39.26	9,932.95	389,967.70
	Randolph		30.49	9,932.95	302,855.70
	Moore		3.39	9,932.95	33,672.73
	Chatham		28.53	9,932.95	283,387.13
	Rockingham		10.44	9,932.95	103,700.03
		Sanford	.56	9,932.95	5,562.45
		Siler City	1.06	9,932.95	10,528.92
		Liberty	1.43	9,932.95	14,204.12
		Staley	.87	9,932.95	8,641.66

High Point, Randleman, Ashboro and Southern Railroad	Greensboro	2.85	9,932.95	28,308.90
	Germanton	.50	9,932.95	4,966.48
	Pilot Mountain	1.48	9,932.95	14,700.76
	Mount Airy	2.01	9,932.95	19,965.23
	Madison	.56	9,932.95	5,562.46
	Ramseur	.75	9,932.95	7,449.72
		3.04	9,992.53	30,377.30
	Guilford			
	Randolph	23.74	9,992.53	237,222.70
	High Point	1.38	9,992.53	13,789.69
North Carolina Railroad	Trinity	.76	9,992.53	7,594.32
	Randleman	.77	9,992.53	7,694.24
	Ashboro	.41	9,992.53	4,096.94
	Wayne	10.47	29,319.44	306,974.62
	Johnston	26.24	29,319.44	769,342.21
	Wake	27.52	29,319.44	806,871.09
	Durham	16.22	29,319.44	475,561.39
	Orange	17.27	29,319.44	506,346.82
	Alamance	17.05	29,319.44	499,896.53
	Guilford	33.37	29,319.44	978,389.83
Mecklenburg	Randolph	.60	29,319.44	17,591.68
	Davidson	24.80	29,319.44	727,122.19
	Rowan	20.60	29,319.44	603,980.54
	Cabarrus	17.16	29,319.44	503,121.68
	Mecklenburg	11.90	29,319.44	348,901.42
		.70	29,319.44	20,523.60
	Goldsboro			
	Princeton	.40	29,319.44	11,727.78

## STATEMENT L—Continued.

Name of Road.	County.	Name of Town.	Distance.	Valuation Per Mile.	Total Assessed Value.
SOUTHERN RAILWAY—Leased Lines—Continued.		Pine Level-----	1.00	\$ 29,319.44	\$ 29,319.44
		Selma -----	1.00	29,319.44	29,319.44
		Clayton-----	1.06	29,319.44	31,078.61
		Raleigh-----	1.00	29,319.44	29,319.44
		Cary-----	1.00	29,319.44	29,319.44
		Morrisville -----	.60	29,319.44	17,591.67
		Durham -----	2.33	29,319.44	68,314.30
		Hillsboro -----	.13	29,319.44	3,811.53
		Mebane -----	1.00	29,319.44	29,319.44
		Graham -----	.47	29,319.44	13,780.13
		Burlington -----	2.00	29,319.44	58,638.88
		Elon College-----	.69	29,319.44	20,230.42
		Gibsonville -----	.63	29,319.44	18,471.24
		Greensboro -----	2.11	29,319.44	61,864.02
		High Point-----	2.44	29,319.44	71,539.43
		Thomasville -----	2.25	29,319.44	65,968.74
		Lexington -----	.50	29,319.44	14,659.72
		Salisbury -----	1.30	29,319.44	38,115.27
		China Grove-----	1.00	29,319.44	29,319.44
		Concord -----	1.46	29,319.44	42,806.38
		Charlotte-----	1.29	29,319.44	37,822.07

North Carolina Midland Railroad	Forsyth	13.73	9,946.22	136,561.54
	Davie	17.68	9,946.22	175,849.10
	Rowan	17.20	9,946.22	171,074.94
	Iredell	4.90	9,946.22	48,736.42
North and South Carolina Railroad South Carolina and Georgia Railroad	Winston	.94	9,946.22	9,349.45
	Mocksville	1.75	9,946.22	17,305.88
	Granville	3.73	3,000.00	11,190.00
	Cleveland	24.80	5,417.53	134,354.78
	Rutherford	24.90	5,417.53	134,896.54
	McDowell	13.90	5,417.53	75,303.68
	Shelby	1.40	5,417.53	7,584.54
	Lattimore	1.00	5,417.53	5,417.53
	Mooreboro	1.00	5,417.53	5,417.53
	Forest City	2.00	5,417.53	10,835.06
State University Railroad Yadkin Railroad	Marion	.60	5,417.53	3,250.52
	Orange	10.14	2,470.31	25,049.00
	Rowan	16.66	4,989.02	83,117.15
	Cabarrus	1.15	4,989.02	5,737.38
	Stanly	23.19	4,989.02	115,695.47
	Salisbury	.52	4,989.02	2,594.29
	Gold Hill	.28	4,989.02	1,396.92
	New London	1.65	4,989.02	8,231.88
	Albemarle	1.00	4,989.02	4,989.02
	Norwood	.85	4,989.02	1,746.16
	Woodside	.79	4,989.02	3,941.32

## STATEMENT L—Continued.

Name of Road.	County.	Name of Town.	Distance.	Valuation Per Mile.	Total Assessed Value.
MISCELLANEOUS RAILROADS.					
Aberdeen and Ashboro Railroad	Moore		27.10	\$ 4,066.79	\$ 110,210.02
	Montgomery		39.75	4,066.79	161,654.92
	Randolph		14.00	4,066.79	56,935.06
		Aberdeen	.50	4,066.79	2,033.39
		Candor	.50	4,066.79	2,033.39
		Biscoe	1.00	4,066.79	4,066.79
		Troy	.25	4,066.79	1,016.69
		Star	1.00	4,066.79	4,066.79
		Ashboro	.50	4,066.79	2,033.39
Aberdeen and Rockfish Railroad	Moore		2.70	4,090.91	11,045.45
	Cumberland		31.80	4,090.91	130,090.92
	Robeson		9.50	4,090.91	38,863.63
		Aberdeen	.50	4,090.91	2,045.45
		Raeford	1.00	4,090.91	4,090.91
Atlanta, Knoxville and Northern Railway	Cherokee		13.10	5,000.00	65,500.00
		Murphy	.60	5,000.00	3,000.00
Atlantic and North Carolina Railroad	Wayne		11.00	8,150.53	89,655.76
	Lenoir		19.00	8,150.53	154,860.00
	Jones		4.00	8,150.53	32,602.05
	Craven		45.00	8,150.53	366,773.78
	Carteret		16.00	8,150.53	130,408.41

Caldwell and Northern Railroad	Goldsboro	2.67	8,150.53	21,761.91
	LaGrange	1.24	8,150.53	10,106.65
	Kinston	.91	8,150.53	7,416.98
	New Bern	3.79	8,150.53	30,890.50
	Newport	1.06	8,150.53	8,639.56
	Morehead City	3.25	8,150.53	26,489.22
	Caldwell	10.60	4,616.91	48,939.28
	Wake	18.00	3,908.21	70,347.71
	Harnett	17.95	3,908.21	70,152.29
	Apex	.40	3,908.21	1,563.28
Carolina and Northern Railway	Holly Springs	1.00	3,908.21	3,908.21
	Angier	1.00	3,908.21	3,908.21
	Robeson	20.76	4,000.00	83,040.00
	Caldwell	14.84	7,994.80	118,642.87
	Burke	2.18	7,994.80	17,428.70
	Catawba	12.26	7,994.80	98,016.28
	Lincoln	12.89	7,994.80	103,053.01
	Gaston	21.33	7,994.80	170,529.14
	Lenoir	.60	7,994.80	4,796.88
	Granite Falls	1.00	7,994.80	7,994.80
Carolina and Northwestern Railway	Hickory	1.61	7,994.80	12,871.63
	Newton	2.10	7,994.80	16,789.08
	Maiden	1.00	7,994.80	7,994.80
	Lincolnton	2.12	7,994.80	16,948.98
	Dallas	1.17	7,994.80	9,353.91
	Gastonia	1.00	7,994.80	7,994.80

## STATEMENT L—Continued.

Name of Road.	County.	Name of Town.	Distance.	Valuation Per Mile.	Total Assessed Value.
MISCELLANEOUS ROADS—Continued.					
Carthage Railroad	Moore		18.50	\$ 2,702.70	\$ 50,000.00
		Carthage	1.00	2,702.70	2,702.70
		Cameron	.50	2,702.70	1,351.35
Cashie and Chowan Railroad	Bertie		7.00	3,817.14	26,720.00
Chowan and Aulander Railroad	Hertford		10.00	1,250.00	12,500.00
	Bertie		14.00	1,250.00	17,500.00
Danville and Western Railway	Caswell		.25	3,878.78	969.78
	Rockingham		8.00	3,878.78	31,030.22
Durham and Charlotte Railroad	Chatham		5.27	2,943.70	15,513.35
	Moore		26.00	2,943.70	76,536.25
	Montgomery		2.48	2,943.70	7,300.40
East Carolina Railway	Edgecombe		18.00	2,000.16	36,002.92
	Pitt		6.52	2,000.16	13,041.08
		Tarboro	.10	2,000.16	200.02
		Macclesfield	.18	2,000.16	360.02
East Tennessee and Western North Carolina Railroad	Mitchell		3.00	6,666.66	20,000.00
		Elk Park	1.00	6,666.66	6,666.66
Lawndale Railroad	Cleveland		9.00	2,333.33	21,000.00
Linville River Railway	Mitchell		12.00	4,000.00	48,000.00
Mount Airy and Eastern Railway	Surry		5.00	1,940.00	9,700.00
New Hanover Transit Company	New Hanover		4.00	1,675.00	6,700.00

Norfolk and Southern Railroad	Currituck	14.30	17,926.68	256,351.52
	Camden	5.00	17,926.68	89,633.40
	Pasquotank	12.06	17,926.68	216,195.76
	Perquimans	16.30	17,926.68	292,204.87
	Chowan	5.30	17,926.68	95,011.40
	Washington	18.00	17,926.68	322,680.23
	Beaufort	11.80	17,926.68	211,534.82
	Elizabeth City	.70	17,926.68	12,548.68
	Winfall	.50	17,926.68	8,963.34
	Edenton	1.10	17,926.68	19,719.34
	Pantego	.50	17,926.68	8,963.34
Norfolk and Western Railway	Person	22.19	14,133.55	313,623.42
	Durham	19.50	14,133.55	275,604.17
	Rockingham	20.02	14,133.55	282,953.61
	Stokes	10.67	14,133.55	150,804.93
	Forsyth	14.96	14,133.55	211,437.87
	Roxboro	.98	14,133.55	13,850.88
	Durham	1.27	14,133.55	17,949.61
	Stoneville	1.03	14,133.55	14,557.56
	Mayodan	1.10	14,133.55	15,546.91
	Madison	1.69	14,133.55	23,885.69
	Winston	1.17	14,133.55	16,536.25
Northampton and Hertford Railroad	Northampton	9.00	3,333.33	30,000.00
	Jackson	.50	3,333.33	1,666.66
Oxford and Coast Line Railroad	Granville	4.51	5,443.46	24,550.00
	Oxford	.57	5,443.46	3,102.77
Raleigh and Cape Fear Railway	Wake	20.00	7,291.67	145,833.36

## STATEMENT L—Continued.

Name of Road.	County.	Name of Town.	Distance.	Valuation Per Mile.	Total Assessed Value.
MISCELLANEOUS ROADS—Continued.					
Raleigh and Western Railway	Harnett		4.00	\$ 7,291.67	\$ 29,166.64
Red Springs and Bowmore Railroad	Chatham		8.00	3,125.00	25,000.00
	Robeson		14.50	1,236.84	17,934.20
	Scotland		4.50	1,236.84	5,565.80
		Red Springs	.50	1,236.84	612.42
South and Western Railway	Yancey		4.50	4,189.93	18,854.81
	Mitchell		31.30	4,189.93	131,145.19
Suffolk and Carolina Railway	Gates		17.50	4,781.93	83,683.84
	Chowan		19.53	4,781.93	93,391.16
		Edenton	.33	4,781.93	1,578.03
Transylvania Railroad	Henderson		11.57	5,000.00	57,850.00
	Transylvania		19.30	5,000.00	96,500.00
		Hendersonville	1.50	5,000.00	7,500.00
		Brevard	.75	5,000.00	3,750.00
Warrenton Railroad	Warren		3.00	3,146.66	9,440.00
Washington and Plymouth Railroad	Beaufort		18.89	1,663.16	31,417.11
	Washington		14.39	1,663.16	23,932.89
		Washington	.48	1,663.16	798.32
		Plymouth	.22	1,663.16	365.90
Wellington and Powellville Railroad	Bertie		20.00	2,250.00	45,000.00
	Hertford		4.00	2,250.00	9,000.00
		Windsor	1.50	2,250.00	3,375.00
		Ahoskie	1.00	2,250.00	2,250.00

## The Pullman Company.

## STATEMENT M.

County.	No. Miles.	Value Per Mile.	Atlantic Coast Line.	Carolina and North- western.	Seaboard Air Line.	Southern.	Total.
Alamance -----	17.00	\$149.60	\$-----	\$-----	\$-----	\$2,543.19	\$ 2,543.19
Anson -----	27.00	149.60	-----	-----	4,039.19	-----	4,039.19
Buncombe -----	45.00	149.60	-----	-----	-----	6,732.00	6,732.00
Burke -----	31.18	149.60	-----	326.11	-----	4,338.39	4,664.50
Cabarrus -----	17.00	149.60	-----	-----	-----	2,543.19	2,543.19
Caldwell -----	14.54	149.60	-----	2,175.17	-----	-----	2,175.17
Caswell -----	7.00	149.60	-----	-----	-----	1,047.20	1,047.20
Catawba -----	43.76	149.60	-----	3,255.29	-----	3,291.20	6,546.49
Chatham -----	16.00	149.60	-----	-----	2,393.60	-----	2,393.60
Cleveland -----	8.00	149.60	-----	-----	-----	1,196.80	1,196.80
Cumberland -----	32.00	149.60	4,787.19	-----	-----	-----	4,787.19
Davidson -----	24.00	149.60	-----	-----	-----	3,590.40	3,590.40
Duplin -----	33.00	149.60	4,936.79	-----	-----	-----	4,936.79
Durham -----	16.00	149.60	-----	-----	-----	2,393.60	2,393.60
Edgecombe -----	11.00	149.60	1,645.59	-----	-----	-----	1,645.59
Franklin -----	13.00	149.60	-----	-----	1,944.79	-----	1,944.79
Gaston -----	42.26	149.60	-----	2,881.29	-----	3,440.80	6,322.09
Guilford -----	54.00	149.60	-----	-----	-----	8,078.40	8,078.40
Halifax -----	55.00	149.60	3,740.00	-----	4,488.00	-----	8,228.00
Harnett -----	6.00	149.60	897.59	-----	-----	-----	897.59
Henderson -----	21.00	149.60	-----	-----	-----	3,141.60	3,141.60
Iredell -----	20.00	149.60	-----	-----	-----	2,992.00	2,992.00
Johnston -----	55.00	149.60	4,188.80	-----	-----	4,039.20	8,228.00
Lincoln -----	14.26	149.60	-----	2,133.29	-----	-----	2,133.29
Madison -----	28.00	149.60	-----	-----	-----	4,188.80	4,188.80
McDowell -----	32.00	149.60	-----	-----	-----	4,787.20	4,787.20
Mecklenburg -----	48.00	149.60	-----	-----	3,440.80	3,740.00	7,180.80
Moore -----	38.00	149.60	-----	-----	5,684.79	-----	5,684.79
Nash -----	11.00	149.60	1,645.60	-----	-----	-----	1,645.60
New Hanover -----	9.00	149.90	1,346.40	-----	-----	-----	1,346.40
Northampton -----	25.00	149.60	1,196.80	-----	2,543.19	-----	3,739.99
Orange -----	17.00	149.60	-----	-----	-----	2,543.19	2,543.19
Pender -----	25.00	149.60	3,740.00	-----	-----	-----	3,740.00
Polk -----	10.00	149.60	-----	-----	-----	1,496.00	1,496.00
Randolph -----	1.00	149.60	-----	-----	-----	149.60	149.60

## STATEMENT M—Continued.

County.	No. Miles.	Value Per Mile.	Atlantic Coast Line.	Carolina and North- western.	Seaboard Air Line.	Southern.	Total.
Richmond -----	32.00	\$149.60	\$4,787.19	\$-----	\$-----	\$-----	\$ 4,787.19
Robeson -----	34.00	149.60	5,086.40	-----	-----	-----	5,086.40
Rockingham -----	21.00	149.60	-----	-----	-----	3,141.60	3,141.60
Rowan -----	38.00	149.60	-----	-----	-----	5,684.80	5,684.80
Union -----	40.00	149.60	-----	-----	5,984.00	-----	5,984.00
Vance -----	20.00	149.60	-----	-----	2,992.00	-----	2,992.00
Wake -----	63.00	149.60	-----	-----	5,086.39	4,338.39	9,424.78
Warren -----	23.00	149.60	-----	-----	3,440.80	-----	3,440.80
Wayne -----	29.00	149.60	4,338.40	-----	-----	-----	4,338.40
Wilson -----	30.00	149.60	4,488.00	-----	-----	-----	4,488.00
Total -----	1,197.00		46,824.75	10,771.15	42,037.55	79,437.55	179,071.00

## Southern Express Company.

### STATEMENT N.

Total valuation -----	\$ 402,109.00
Less local assessment -----	14,199.00
	387,910.00
Valuation per mile -----	116.537
Number of miles -----	3,328.63

#### Apportioned to Counties as follows:

County.	Mileage.	Valuation Per Mile.	Valuation.
Alamance -----	17.05	\$ 116.537	\$ 1,986.97
Alexander -----	9.16	116.537	1,067.49
Anson -----	41.40	116.537	4,824.64
Beaufort -----	18.42	116.537	2,146.62
Bladen -----	32.80	116.537	3,822.43
Bertie -----	40.69	116.537	4,741.90
Brunswick -----	25.08	116.537	2,922.76
Buncombe -----	57.82	116.537	6,738.18
Burke -----	31.88	116.537	3,715.21
Cabarrus -----	18.31	116.537	2,133.80
Caldwell -----	11.81	116.537	1,376.32
Camden -----	5.00	116.537	582.69
Carteret -----	16.00	116.537	1,864.60
Caswell -----	22.45	116.537	2,616.27
Catawba -----	34.80	116.537	4,055.50
Chatham -----	62.10	116.537	7,236.96
Cherokee -----	37.05	116.537	4,317.70
Chowan -----	4.20	116.537	489.47
Cleveland -----	52.07	116.537	6,068.09
Columbus -----	84.46	116.537	9,842.70
Craven -----	57.98	116.537	6,756.83
Cumberland -----	71.02	116.537	8,276.47
Currituck -----	14.30	116.537	1,666.49
Davidson -----	24.80	116.537	2,890.12
Davie -----	12.38	116.537	1,442.74
Duplin -----	36.96	116.537	4,307.21
Durham -----	57.95	116.537	6,753.33
Edgecombe -----	61.45	116.537	7,161.21

## STATEMENT N—Continued.

County.	Mileage.	Valuation Per Mile.	Valuation.
Forsyth-----	76.17	\$ 116.537	\$ 8,876.63
Franklin-----	22.91	116.537	2,669.87
Gaston-----	59.76	116.537	6,964.26
Gates-----	14.81	116.537	1,725.92
Granville-----	68.37	116.537	7,967.63
Guilford-----	104.29	116.537	12,153.65
Halifax-----	81.35	116.537	9,480.29
Harnett-----	20.02	116.537	2,333.08
Haywood-----	21.57	116.537	2,513.70
Henderson-----	33.06	116.537	3,852.72
Hertford-----	14.53	116.537	1,693.29
Iredell-----	52.91	116.537	6,165.98
Jackson-----	22.89	116.537	2,667.54
Johnston-----	69.86	116.537	8,141.29
Jones-----	16.26	116.537	1,894.90
Lenoir-----	28.07	116.537	3,271.20
Lincoln-----	29.86	116.537	3,479.79
Macon-----	2.57	116.537	299.51
Madison-----	28.30	116.537	3,298.00
Martin-----	51.38	116.537	5,987.68
McDowell-----	45.54	116.537	5,307.09
Mecklenburg-----	82.10	116.537	9,567.69
Montgomery-----	24.25	116.537	2,826.03
Moore-----	84.37	116.537	9,832.24
Nash-----	30.38	116.537	3,540.40
New Hanover-----	33.69	116.537	3,926.14
Northampton-----	50.72	116.537	5,910.76
Onslow-----	36.31	116.537	4,231.47
Orange-----	27.67	116.537	3,224.59
Pasquotank-----	12.57	116.537	1,464.88
Pender-----	62.83	116.537	7,322.02
Perquimans-----	16.30	116.537	1,899.56
Person-----	27.39	116.537	3,191.96
Pitt-----	63.49	116.537	7,398.94
Polk-----	10.00	116.537	1,165.38
Randolph-----	70.33	116.537	8,196.05
Richmond-----	46.20	116.537	5,384.01
Robeson-----	112.90	116.537	13,157.03

## STATEMENT N—Continued.

County.	Mileage.	Valuation Per Mile.	Valuation.
Rockingham -----	59.36	\$ 116.537	\$ 6,917.64
Rowan -----	54.78	116.537	6,383.90
Rutherford -----	42.50	116.537	4,952.83
Sampson -----	49.35	116.537	5,751.11
Scotland -----	32.32	116.537	3,766.48
Stanly -----	23.19	116.537	2,702.50
Stokes -----	31.47	116.537	3,667.42
Surry -----	52.55	116.537	6,124.08
Swain -----	38.36	116.537	4,470.36
Transylvania -----	19.10	116.537	2,225.87
Union -----	39.80	116.537	4,638.27
Vance -----	35.41	116.537	4,126.68
Wake -----	73.62	116.537	8,579.56
Warren -----	31.21	116.537	3,637.22
Washington -----	21.87	116.537	2,548.77
Wayne -----	58.99	116.537	6,874.62
Wilkes -----	18.11	116.537	2,110.59
Wilson -----	31.27	116.537	3,644.22
Total -----	3,328.63	-----	387,910.00

## Telephone Companies.

STATEMENT 0—Apportioned to Counties as follows:

Name of Company.	Total Number of Miles.	Value.	Valuation Per Mite.	County.	Miles.	Valuation.
Albemarle Telephone Co.-----	154.00	\$ 2,000.00	\$ 12.99	Stanly-----	100.00	\$ 1,298.72
			12.99	Cabarrus-----	6.00	77.86
			12.99	Rowan-----	48.00	623.42
Camden Telephone Co.-----	56.00	2,000.00	35.72	Camden-----	52.00	1,857.14
			35.72	Pasquotank-----	4.00	142.86
Carolina Telephone Co.-----	967.00	7,599.00	7.86	Cumberland-----	159.00	1,249.43
			7.86	Robeson-----	64.00	502.92
			7.86	Halifax-----	81.00	636.51
			7.86	Lenoir-----	85.00	667.97
			7.86	Greene-----	22.00	172.91
			7.86	Beaufort-----	56.00	440.09
			7.86	Edgecombe-----	148.00	1,163.01
			7.86	Wilson-----	140.00	1,100.16
			7.86	Johnston-----	62.00	487.23
			7.86	Harnett-----	126.00	990.13
			7.86	Wayne-----	24.00	188.64
Clinton and Dunn Telephone Co.-----	43.00	250.00	5.81	Harnett-----	1.00	5.81
			5.81	Cumberland-----	2.00	11.62
			5.81	Sampson-----	40.00	232.57
Columbus Telephone Co.-----	350.00	7,000.00	20.00	Columbus-----	80.00	1,600.00

Concord Telephone Co. -----	105.00	20.00	Bladen -----	70.00	1,400.00
		20.00	Brunswick -----	180.00	3,600.00
		20.00	Pender -----	20.00	400.00
Elizabeth City Telephone		3 81	Cabarrus -----	101.00	384.76
		3.81	Rowan -----	4.00	15.24
		216.66	Pasquotank -----	30.00	6,500.00
Forest City Telephone Co. -----	71.00	3.87	Rutherford -----	71.00	275.00
Henderson Telephone Co. -----		7.40	Craven -----	327.00	2,420.12
	1,351.00	7.40	Carteret -----	80.00	592.23
		7.40	Franklin -----	169.00	1,250.83
		7.40	Granville -----	48.00	355.38
		7.40	Halifax -----	236.00	1,746.63
		7.40	Jones -----	31.00	223.58
		7.40	Lenoir -----	38.00	281.38
		7.40	Northampton -----	10.00	74.18
		7.40	Pitt -----	38.00	281.38
		7.40	Vance -----	223.00	1,650.48
		7.40	Wake -----	18.00	133.38
		7.40	Warren -----	133.00	984.43
Hertford County Telephone Co. -----	26.00	11.54	Hertford -----	26.00	300.00
International Telephone Co. -----	50.00	10.00	Rockingham -----	50.00	500.00
Lattimore Telephone Co. -----	82.50	1.81	Cleveland -----	82.50	150.00
Lenoir Electric Co. -----	61.00	18.69	Caldwell -----	61.00	1,110.00
Lumberton Telephone Co. -----	55.00	21.64	Robeson -----	55.00	1,190.00
Marion Telephone Co. -----	6.00	200.00	McDowell -----	6.00	1,200.00
Mebane-Ridgeville Telephone Co. -----	89.00	17.16	Alamance -----	12.00	205.90

## STATEMENT 0—Continued.

Name of Company.	Total Number of Miles.	Value.	Valuation Per Mile.	County.	Miles.	Valuation.
Morehead City Telephone Co.-----			\$ 17.16	Caswell-----	52.50	\$ 900.80
Oconee Telephone Co.-----			14.00	Person-----	14.00	240.18
	14.00	\$ 683.28	14.00	Orange-----	10.50	180.12
	25.00	250.00	48.81	Carteret-----	14.00	683.28
			10.00	Macon-----	10.00	100.00
			10.00	Jackson-----	10.00	100.00
Piedmont Telephone and Telegraph Co.-----	542.00	1,245.00	10.00	Transylvania-----	5.00	50.00
			2.30	Gaston-----	260.00	597.20
			2.30	Lincoln-----	152.00	349.20
			2.30	Cleveland-----	130.00	298.60
Pittsboro Telegraph and Telephone Co.-----	11.00	250.00	22.73	Chatham-----	11.00	250.00
Salisbury Telephone Co.-----	234.00	3,500.00	14.96	Rowan-----	234.00	3,500.00
Statesville Telephone Co.-----	45.00	1,925.00	42.78	Iredell-----	45.00	1,925.00
Taylorsville Telephone Co.-----	12.00	267.00	22.25	Alexander-----	12.00	267.00
Washington and Hyde County Telephone Co.-----	62.00	950.00	15.32	Beaufort-----	41.00	628.20
			15.32	Hyde-----	21.00	321.80
Waynesville Telephone Co.-----	30.00	1,000.00	33.33	Haywood-----	30.00	1,000.00
Williamston Telephone Co.-----	100.00	840.00	8.40	Martin-----	88.00	739.20
			8.40	Beaufort-----	12.00	100.80

## Electric Light and Gas Companies.

STATEMENT P—Apportioned to Counties as follows:

Name of Company.	County.	Apportionment to County.
Durham Light and Power Co. -----	Durham -----	\$ 12,500.00
Elizabeth City Electric Light and Power Co. -----	Pasquotank -----	2,000.00
Greensboro Gas and Electric Light Co. -----	Guilford -----	20,900.00
Henderson Lighting and Power Co. -----	Vance -----	5,280.00
Standard Gas and Electric Co. -----	Wake -----	17,318.00
Washington Light and Water Co. -----	Beaufort -----	10,000.00

## Street Railway Companies.

STATEMENT Q—Apportioned to Counties as follows:

Name of Company.	County.	Apportionment to County.
Asheville and Craggy Mountain Railway Co. -----	Buncombe -----	\$ 9,320.00
Asheville Electric Co. -----	do -----	60,119.00
Charlotte Consolidated Construction Co. -----	Mecklenburg -----	220,040.00
Consolidated Railways Light and Power Co. -----	New Hanover -----	188,500.00
Greensboro Electric Co. -----	Guilford -----	112,500.00
Pinehurst Railroad Co. -----	Moore -----	4,540.00
The Durham Traction Co. -----	Durham -----	136,000.00
The Fries Manufacturing and Power Co. -----	Forsyth -----	40,971.00

## Water Works Companies.

STATEMENT R—Apportioned to Counties as follows:

Name of Company.	County.	Valuation.
Salem Water Supply Co. -----	Forsyth -----	\$ 5,200.00
The Clarendon Water Works Co. -----	New Hanover -----	10,000.00

## Steamboat Companies.

STATEMENT S—Apportioned to Counties as follows:

Name of Company.	Value.	County.	Valuation.
Albemarle Steam Navigation Co. -----	\$ 8,100.00	Chowan -----	\$ 2,025.00
		Gates -----	2,025.00
		Hertford -----	2,025.00
		Bertie -----	2,025.00
Cape Fear and Peoples Steamboat Co. -----	6,500.00	Cumberland -----	6,500.00
Cape Fear Towing and Transportation Co.---	25,000.00	Brunswick -----	25,000.00
Diamond Steamboat and Wrecking Co. -----	10,500.00	New Hanover -----	10,500.00
Fairfield and Elizabeth City Transportation Co.	1,500.00	Hyde -----	1,500.00
Fayetteville and Wilmington Steamboat Co.--	15,000.00	Cumberland -----	7,500.00
		Bladen -----	7,500.00
Flynn & Co. -----	1,000.00	New Hanover -----	1,000.00
Goldsboro Navigation Co. -----	2,000.00	Wayne -----	2,000.00
Gritton Transportation Co. -----	2,500.00	Pitt -----	2,500.00
Independent Steamboat Line Co. -----	2,500.00	Craven -----	2,500.00
Merchants and Farmers Steamboat Co. -----	8,000.00	New Hanover -----	8,000.00
Old Dominion Steamship Co. -----	66,000.00	Hyde -----	9,541.68
		Pamlico -----	3,966.66
		Craven -----	7,166.68
		Beaufort -----	24,825.00
		Pitt -----	3,250.00
		Edgecombe -----	2,000.00
		Pasquotank -----	4,541.66
		Camden -----	2,166.66
		Dare -----	8,541.66
Petersburg, Norfolk and Weldon Steamboat Co.	15,500.00	Halifax -----	7,750.00
		Bertie -----	7,750.00
Roanoke and Tar River Steamboat Co. -----	11,946.93	Martin -----	11,946.93
Tar River Oil Co. -----	4,500.00	Edgecombe -----	4,500.00
Vanceboro Steamboat Co. -----	1,500.00	Craven -----	1,500.00

## Bridge and Canal Companies.

STATEMENT T—Apportioned to Counties as follows:

Name of Company.	Value.	County.	Valuation.
Albemarle and Chesapeake Canal Co. -----	\$17,411.00	Currituck -----	\$ 17,411.00
Fairfield Canal and Turnpike Co.-----	7,650.00	Hyde -----	7,650.00
Brunswick Bridge and Ferry Co.-----	1,400.00	Brunswick -----	700.00
		New Hanover -----	700.00
Lake Drummond Canal Co.-----	16,000.00	Camden -----	8,000.00
		Pasquotank -----	8,000.00

## Refrigerator Companies.

## STATEMENT U—Apportioned to Counties as follows:

Name of Company.	Value.	County.	Valuation.
American Refrigerator Transit Co. -----	\$ 1,060.00	Davidson -----	\$ 1,060.00
Anglo-American Refrigerator Car Co.-----	400.00	Guilford -----	400.00
Armour Car Lines -----	8,000.00	Wayne -----	2,666.67
		Duplin-----	2,666.67
		Pender -----	2,666.66
American Cotton Oil Co. -----	14,700.00	Rockingham-----	2,450.00
		Alamance -----	2,450.00
		Guilford -----	2,450.00
		Davidson -----	2,450.00
		Rowan-----	2,450.00
		Cabarrus -----	2,450.00
Continental Fruit Express -----	1,900.00	Duplin -----	950.00
		Pender -----	950.00
Cudahy-Milwaukee Refrigerator Line-----	303.00	Wake-----	303.00
Hammond Refrigerator Line-----	500.00	Wayne -----	500.00
Kansas City Refrigerator Car Co.-----	400.00	Guilford -----	400.00
Lipton Car Lines -----	400.00	Durham -----	400.00
Merchants Despatch Transportation Co.-----	1,931.83	Guilford -----	1,931.83
National Car Co.-----	9,920.00	Mecklenburg -----	9,920.00
Produce Shippers Dispatch Co.-----	3,500.00	Johnston -----	1,166.67
		Cumberland -----	1,166.67
		Robeson -----	1,166.66
Provision Dealers Dispatch Co. -----	2,400.00	Cabarrus -----	1,200.00
		Rowan-----	1,200.00
Southern Cotton Oil Co.-----	9,000.00	Wayne -----	9,000.00
Robert Portner Brewing Co.-----	4,370.00	New Hanover -----	4,370.00
Streets Western Stable Car Line Co.-----	250.00	Alamance -----	250.00
Swifts Refrigerator Transportation Co.-----	1,200.00	Guilford -----	1,200.00
The Santa Fe Refrigerator Dispatch Co.-----	500.00	Wayne -----	500.00
Union Refrigerator Transit Co.-----	1,816.00	Northampton-----	908.00
		Halifax-----	908.00
Union Tank Line Co. -----	49,239.00	Wake-----	12,309.75
		Warren-----	12,309.75
		Vance -----	12,309.75
		Franklin-----	12,309.75
Western Refrigerator Line Co.-----	42.00	Wake-----	42.00

## Telegraph Companies.

### STATEMENT V.

#### ELIZABETH CITY AND NORFOLK TELEGRAPH CO.

Total valuation-----	\$ 2,135.00
Miles of wire-----	53.00
Value per mile-----	\$ 40.28

#### Apportioned to Counties as follows:

County.	Miles of Wire.	Value per Mile.	Valuation.
Camden-----	11.00	40.28	443.12
Pasquotank-----	20.00	40.28	805.64
Perquimans-----	18.00	40.28	725.08
Chowan-----	4.00	40.28	161.16

#### LOUISBURG TELEGRAPH CO.

Total valuation-----	\$ 500.00
Miles of wire-----	10.00
Value per mile-----	\$ 50.00

#### Apportioned to Counties as follows:

County.	Miles of Wire.	Value per Mile.	Valuation.
Franklin-----	10.00	50.00	500.00

## Western Union Telegraph Company.

### STATEMENT W.

Total valuation-----	\$ 927,924.00
Less local assessment-----	371,395.00
	556,529.00
Valuation per mile-----	31.787
Total mileage-----	17,508.00

#### Apportioned to Counties as follows:

County.	Mileage.	Valuation Per Mile.	Valuation.
Alamance-----	106.23	\$ 31.78	\$ 3,376.84
Alexander-----	7.00	31.78	222.61
Anson-----	262.50	31.78	8,344.09
Beaufort-----	19.00	31.78	603.95
Bertie-----	83.09	31.78	2,641.28
Bladen-----	99.00	31.78	3,146.91
Brunswick-----	130.38	31.78	4,144.49
Buncombe-----	251.35	31.78	7,989.67
Burke-----	122.00	31.78	3,878.12
Cabarrus-----	431.63	31.78	13,720.33
Caldwell-----	14.00	31.78	445.02
Camden-----	10.00	31.78	317.87
Carteret-----	32.00	31.78	1,017.29
Caswell-----	242.30	31.78	7,701.99
Catawba-----	102.00	31.78	3,242.28
Chatham-----	186.00	31.78	5,912.38
Cherokee-----	37.07	31.78	1,178.45
Chowan-----	8.00	31.78	254.30
Cleveland-----	238.05	31.78	7,566.89
Columbus-----	404.99	31.78	12,873.42
Craven-----	191.20	31.78	6,077.68
Cumberland-----	296.74	31.78	9,432.58
Currituck-----	28.00	31.78	890.04
Davidson-----	850.52	31.78	27,035.48
Davie-----	38.00	31.78	1,207.91
Duplin-----	358.00	31.78	11,379.75
Durham-----	180.77	31.78	5,746.24
Edgecombe-----	635.55	31.78	20,202.33
Forsyth-----	148.68	31.78	4,726.19

## STATEMENT W—Continued.

County.	Mileage.	Valuation Per Mile.	Valuation.
Franklin-----	96.00	\$ 31.78	\$ 3,051.66
Gaston-----	438.85	31.78	13,949.83
Gates-----	89.84	31.78	2,855.84
Granville-----	93.50	31.78	2,972.09
Guilford-----	1,402.31	31.78	44,575.23
Harnett-----	56.42	31.78	1,793.43
Haywood-----	21.00	31.78	667.53
Halifax-----	546.91	31.78	17,384.63
Henderson-----	128.60	31.78	4,087.81
Hertford-----	84.42	31.78	2,683.46
Iredell-----	135.00	31.78	4,291.25
Jackson-----	23.00	31.78	731.10
Johnston-----	408.24	31.78	12,976.73
Jones-----	22.50	31.78	715.29
Lenoir-----	77.26	31.78	2,455.86
Lincoln-----	19.02	31.78	604.59
McDowell-----	153.10	31.78	4,866.59
Macon-----	2.00	31.78	64.00
Madison-----	142.07	31.78	4,515.98
Martin-----	121.52	31.78	3,862.76
Mecklenburg-----	996.00	31.78	31,659.86
Mitchell-----	5.00	31.78	158.94
Moore-----	332.00	31.78	10,553.29
Nash-----	19.00	31.78	603.95
New Hanover-----	195.74	31.78	6,221.99
Northampton-----	451.90	31.78	14,364.55
Onslow-----	36.00	31.78	1,144.34
Orange-----	125.17	31.78	3,978.78
Pasquotank-----	26.00	31.78	826.46
Pender-----	309.00	31.78	9,822.19
Perquimans-----	32.00	31.78	1,017.19
Person-----	58.00	31.78	1,843.65
Pitt-----	140.71	31.78	4,472.75
Polk-----	50.00	31.78	1,589.35
Randolph-----	90.22	31.78	2,867.82
Richmond-----	305.00	31.78	9,695.04
Robeson-----	375.70	31.78	11,942.38
Rockingham-----	771.50	31.78	24,523.67

## STATEMENT W—Continued.

County.	Mileage.	Valuation Per Mile.	Valuation.
Rowan -----	1,056.72	\$ 31.78	\$ 33,589.96
Rutherford -----	85.90	31.78	2,730.50
Scotland -----	96.00	31.78	3,051.56
Sampson -----	96.00	31.78	3,051.56
Stanly -----	23.00	31.78	731.10
Stokes -----	74.00	31.78	2,352.24
Surry -----	68.00	31.78	2,161.52
Swain -----	39.00	31.78	1,239.69
Union -----	299.80	31.78	9,529.74
Vance -----	176.00	31.78	5,594.51
Wake -----	593.16	31.78	18,854.77
Warren -----	214.00	31.78	6,802.42
Washington -----	12.00	31.78	381.45
Wayne -----	396.92	31.78	12,616.90
Wilkes -----	18.00	31.78	572.17
Wilson -----	364.95	31.78	11,600.67
Total -----	17,508.00		556,529.00

## STATEMENT X—List of Counties, with Apportionment of Valuations to Each for 1903.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Alamance-----	North Carolina Railroad-----	17.05	\$29,319.44	\$499,896.53
	Pullman Co.-----	17.00	149.60	2,543.19
	Southern Express Co.-----	17.05	116.54	1,986.97
	Western Union Telegraph Co.-----	106.23	31.79	3,376.84
	Mebane-Ridgeville Telegraph Co.-----	12.00	17.16	205.90
	American Cotton Oil Co.-----	-----	-----	2,450.00
	Street's Western Stable Car Line Co.-----	-----	-----	250.00
				<u>510,709.43</u>
Alexander-----	Southern Railway-----	9.16	24,721.25	226,446.57
	Southern Express Co.-----	9.16	116.54	1,067.49
	Western Union Telegraph Co.-----	7.00	31.79	222.61
	Taylorsville Telephone Co.-----	12.00	22.25	267.00
				<u>228,003.67</u>
Anson-----	Atlantic Coast Line-----	13.90	25,296.61	351,622.74
	Seaboard Air Line-----	27.50	19,982.69	549,523.89
	Pullman Co.-----	27.00	149.60	4,039.19
	Southern Express Co.-----	41.40	116.54	4,824.64
	Western Union Telegraph Co.-----	262.50	31.79	8,344.09
				<u>918,354.55</u>
Beaufort-----	Atlantic Coast Line-----	6.62	25,296.61	167,463.46
	Southern Express Co.-----	18.42	116.54	2,146.62
	Western Union Telegraph Co.-----	19.00	31.79	603.95
	Washington and Plymouth Railroad Co.-----	18.89	1,663.16	31,417.11
	Norfolk and Southern Railroad Co.-----	11.80	17,926.68	211,534.82
	Carolina Telephone and Telegraph Co.-----	56.00	7.86	440.09
	Washington and Hyde County Telephone Co.-----	41.00	15.32	628.20
	Williamston Telephone Co.-----	12.00	8.40	100.80
	Washington Light and Water Co.-----	-----	-----	10,000.00
	Old Dominion Steamship Co.-----	-----	-----	24,825.00
				<u>449,160.05</u>
Bertie-----	Atlantic Coast Line-----	13.09	25,296.61	331,132.49
	Seaboard Air Line-----	7.60	19,982.69	151,868.39
	Southern Express Co.-----	40.69	116.54	4,741.90
	Western Union Telegraph Co.-----	83.09	31.79	2,641.28
	Cashie and Chowan Railroad Co.-----	7.00	3,817.14	26,720.00
	Chowan and Aulander Railroad Co.-----	14.00	1,250.00	17,500.00

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Bertie ----- (Continued).	Wellington and Powellsville Railroad Co.-----	20.00	\$ 2,250.00	\$ 45,000.00
	Petersburg, Norfolk and Weldon Steamboat Co.-----			7,750.00
	Albemarle Steam Navigation Co.-----			2,025.00
				<u>589,379.06</u>
Bladen -----	Seaboard Air Line-----	32.80	19,982.69	655,432.14
	Southern Express Co.-----	32.80	116.54	3,822.43
	Western Union Telegraph Co.-----	99.00	31.79	3,146.91
	Columbus Telephone Co.-----	70.00	20.00	1,400.00
	Fayetteville and Wilmington Steamboat Co.-----			7,500.00
				<u>671,301.48</u>
Brunswick -----	Atlantic Coast Line-----	12.88	25,296.61	325,820.20
	Seaboard Air Line-----	12.24	19,982.69	244,588.04
	Southern Express Co.-----	25.08	116.54	2,922.76
	Western Union Telegraph Co.-----	130.38	31.79	4,144.49
	Columbus Telephone Co.-----	180.00	20.00	3,600.00
	Brunswick Bridge and Ferry Co.-----	1.00	700.00	700.00
	Cape Fear Towing and Transportation Co.-----			25,000.00
				<u>606,775.49</u>
Buncombe -----	Southern Railway-----	47.49	24,721.25	1,174,012.04
	Asheville and Spartanburg-----	10.36	8,829.79	91,476.69
	Pullman Co.-----	45.00	149.60	6,732.00
	Southern Express Co.-----	57.82	116.54	6,738.18
	Western Union Telegraph Co.-----	251.35	31.79	7,989.67
	Asheville and Craggy Mountain Railway Co.-----			9,320.00
	Asheville Electric Co.-----			60,119.00
				<u>1,356,387.58</u>
Burke -----	Southern Railway-----	29.70	24,721.25	734,221.00
	Pullman Co.-----	31.18	149.60	4,664.50
	Southern Express Co.-----	31.88	116.54	3,715.21
	Western Union Telegraph Co.-----	122.00	31.79	3,878.12
	Carolina and Northwestern Railway Co.-----	2.18	7,994.80	17,428.70
				<u>763,907.53</u>
Cabarrus -----	North Carolina Railroad-----	17.16	29,319.44	503,121.68
	Yadkin-----	1.15	4,989.02	5,737.88
	Pullman Co.-----	17.00	149.60	2,543.19

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Cabarrus (Continued).	Southern Express Co. -----	18.31	\$ 116.54	\$ 2,133.80
	Western Union Telegraph Co.-----	431.63	31.79	13,720.33
	Albemarle Telephone Co.-----	6.00	12.99	77.86
	Concord Telephone Co.-----	101.00	3.81	384.76
	American Cotton Oil Co.-----			2,450.00
	Provision Dealers Dispatch-----			1,200.00
				<u>531,369.00</u>
Caldwell-----	Pullman Co.-----	14.54	149.60	2,175.17
	Southern Express Co.-----	11.81	116.54	1,376.32
	Western Union Telegraph Co.-----	14.00	31.79	445.02
	Caldwell and Northern Railroad Co.-----	10.60	4,616.91	48,939.28
	Lenoir Electric Co.-----	61.00	18.69	1,140.00
	Carolina and Northwestern Railway Co.-----	14.84	7,994.80	118,642.37
				<u>172,718.66</u>
Camden-----	Southern Express Co.-----	5.00	116.54	582.69
	Western Union Telegraph Co.-----	10.00	31.79	317.87
	Norfolk and Southern Railroad Co.-----	5.00	17,926.68	89,633.40
	Camden Telephone Co.-----	52.00	35.72	1,857.14
	Elizabeth City and Norfolk Telegraph Co.-----	11.00	40.28	443.12
	Old Dominion Steamship Co.-----			2,166.66
	Lake Drummond Canal Co.-----			8,000.00
				<u>103,000.88</u>
Carteret-----	Southern Express Co.-----	16.00	116.54	1,864.60
	Western Union Telegraph Co.-----	32.00	31.79	1,017.29
	Atlantic and North Carolina Railroad Co.-----	16.00	8,150.53	130,408.41
	Henderson Telephone Co.-----	80.00	7.40	592.23
	Morehead City Telephone Co.-----	14.00	48.81	683.28
				<u>134,565.81</u>
Caswell-----	Southern Railway-----	7.10	24,721.25	175,520.79
	Atlantic and Danville Railway-----	14.60	10,000.00	146,000.00
	Pullman Co.-----	7.00	149.60	1,047.20
	Southern Express Co.-----	22.45	116.54	2,616.27
	Western Union Telegraph Co.-----	242.30	31.79	7,701.99
	Danville and Western Railroad Co.-----	.25	3,878.78	969.78
	Mebane-Ridgeville Telephone Co.-----	52.50	17.16	900.80
				<u>334,756.83</u>

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Catawba-----	Southern Railway-----	22.94	\$24,721.25	\$567,105.37
	Pullman Co.-----	43.76	149.60	6,546.49
	Southern Express Co.-----	34.80	116.54	4,055.50
	Western Union Telegraph Co.-----	102.00	31.79	3,242.28
	Carolina and Northwestern Railway Co.-----	12.26	7,994.80	98,016.28
				<u>678,965.92</u>
Chatham-----	Atlantic and Yadkin-----	28.53	9,932.95	283,387.13
	Seaboard Air Line-----	27.20	19,982.69	543,529.08
	Pullman Co.-----	16.00	149.60	2,393.60
	Southern Express Co.-----	62.10	116.54	7,236.96
	Western Union Telegraph Co.-----	186.00	31.79	5,912.38
	Raleigh and Western Railway Co.-----	8.00	3,125.00	25,000.00
	Pittsboro Telephone Co.-----	11.00	22.73	250.00
	Durham and Charlotte Railroad Co.-----	5.27	2,943.70	15,513.35
				<u>883,222.50</u>
Cherokee-----	Southern Railway-----	23.95	24,721.25	592,073.81
	Southern Express Co.-----	37.05	116.54	4,317.70
	Western Union Telegraph Co.-----	37.07	31.79	1,178.45
	Atlanta, Knoxville and Northern-----	13.10	5,000.00	65,500.00
				<u>663,069.96</u>
Chowan-----	Southern Express Co.-----	4.20	116.54	489.47
	Western Union Telegraph Co.-----	8.00	31.79	254.30
	Norfolk and Southern Railroad Co.-----	5.30	17,926.68	95,011.40
	Elizabeth City and Norfolk Telegraph Co.-----	4.00	40.28	161.16
	Suffolk and Carolina Railway Co.-----	19.53	4,781.93	93,391.16
	Albemarle Steam Navigation Co.-----			2,025.00
				<u>191,332.49</u>
Cleveland-----	Atlanta and Charlotte Air Line-----	8.77	28,508.91	250,023.18
	South Carolina and Georgia-----	24.80	5,417.53	134,354.78
	Seaboard Air Line-----	21.30	19,982.69	425,631.21
	Pullman Co.-----	8.00	149.60	1,196.80
	Southern Express Co.-----	52.07	116.54	6,068.09
	Western Union Telegraph Co.-----	238.05	31.79	7,566.89
	Lawndale R. R. Co. (Cleveland Cotton Mills)---	9.00	2,333.33	21,000.00
	Lattimore Telephone Co.-----	82.50	1.82	150.00
	Piedmont Telephone Co.-----	130.00	2.30	298.60
				<u>846,289.55</u>

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Columbus -----	Atlantic Coast Line -----	75.62	\$25,296.61	\$1,912,929.41
	Seaboard Air Line-----	8.90	19,982.69	177,845.89
	Southern Express Co. -----	84.46	116.54	9,842.70
	Western Union Telegraph Co.-----	404.99	31.79	12,873.42
	Columbus Telephone Co. -----	80.00	20.00	1,600.00
				<u>2,115,091.42</u>
Craven -----	Atlantic Coast Line -----	9.44	25,296.61	238,799.90
	Southern Express Co. -----	57.98	116.54	6,756.83
	Western Union Telegraph Co.-----	191.20	31.79	6,077.68
	Atlantic and N. C. Railroad Co. -----	45.00	8,150.53	366,773.78
	Henderson Telephone Co. -----	327.00	7.40	2,420.12
	Independent Steamboat Line-----			2,500.00
	Old Dominion Steamship Co. -----			7,166.68
	Vanceboro Steamboat Co. -----			1,500.00
				<u>631,994.99</u>
Cumberland -----	Atlantic Coast Line -----	60.13	25,296.61	1,521,084.97
	Pullman Co. -----	32.00	149.60	4,787.19
	Southern Express Co. -----	71.02	116.54	8,276.47
	Western Union Telegraph Co.-----	296.74	31.79	9,432.58
	Aberdeen and Rockfish Railroad Co.-----	31.80	4,090.91	130,090.92
	Carolina Telephone and Telegraph Co. -----	159.00	7.86	1,249.43
	Clinton and Dunn Telephone Co. -----	2.00	5.81	11.62
	Fayetteville and Wilmington Steamboat Co. ---			7,500.00
	Produce Shippers' Dispatch-----			1,166.67
	Cape Fear and People's Steamboat Co. -----			6,500.00
				<u>1,690,099.85</u>
Currituck -----	Southern Express Co. -----	14.30	116.54	1,666.49
	Western Union Telegraph Co.-----	28.00	31.79	890.04
	Norfolk and Southern Railroad Co.-----	14.30	17,926.68	256,351.52
	Albemarle and Chesapeake Canal Co. -----	5.34	3,028.00	17,411.00
				<u>276,319.05</u>
Dare-----	Old Dominion Steamship Co. -----			8,541.66
				<u>8,541.66</u>

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Davidson -----	North Carolina Railroad-----	24.80	\$29,319.44	\$ 727,122.19
	Pullman Co.-----	24.00	149.60	3,590.40
	Southern Express Co.-----	24.80	116.54	2,890.12
	Western Union Telegraph Co.-----	850.52	31.79	27,035.48
	American Cotton Oil Co.-----			2,450.00
	American Refrigerator Transit Co.-----			1,060.00
				<u>764,148.19</u>
Davie -----	North Carolina Midland-----	17.68	9,946.22	175,849.10
	Southern Express Co.-----	12.38	116.54	1,442.74
	Western Union Telegraph Co.-----	38.00	31.79	1,207.91
				<u>178,499.75</u>
Duplin -----	Atlantic Coast Line-----	36.96	25,296.61	934,962.57
	Pullman Co.-----	33.00	149.60	4,936.79
	Southern Express Co.-----	36.96	116.54	4,307.21
	Western Union Telegraph Co.-----	358.00	31.79	11,379.75
	Continental Fruit Express Co.-----			950.00
	Armour Car Lines-----			2,666.67
				<u>959,202.99</u>
Durham -----	Southern Railway-----	11.18	24,721.25	276,383.47
	North Carolina Railroad-----	16.22	29,319.44	475,561.39
	Seaboard Air Line-----	10.39	19,982.69	207,620.08
	Pullman Co.-----	16.00	149.60	2,393.60
	Southern Express Co.-----	57.95	116.54	6,753.33
	Western Union Telegraph Co.-----	180.77	31.79	5,746.24
	The Durham Traction Co.-----			136,000.00
	Durham Light and Power Co.-----			12,500.00
	Norfolk and Western Railway Co.-----	19.50	14,133.55	275,604.17
	Lipton Car Lines-----			400.00
				<u>1,398,962.28</u>
Edgecombe -----	Atlantic Coast Line-----	43.83	25,296.61	1,108,750.32
	Pullman Co.-----	11.00	149.60	1,645.59
	Southern Express Co.-----	61.45	116.54	7,161.21
	Western Union Telegraph Co.-----	635.55	31.79	20,202.33
	East Carolina Railway Co.-----	18.00	2,000.16	36,002.92
	Carolina Telephone and Telegraph Co.-----	148.00	7.86	1,163.01

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Edgecombe----- (Continued).	Tar River Oil Co.-----		\$-----	\$ 4,500.00
	Old Dominion Steamship Co.-----			2,000.00
				<u>1,181,425.38</u>
Forsyth-----	Southern Railway-----	36.71	24,721.25	907,516.97
	Atlantic and Yadkin-----	10.77	9,932.95	106,977.90
	North Carolina Midland-----	13.73	9,946.22	136,561.54
	Southern Express Co.-----	76.17	116.54	8,876.63
	Western Union Telegraph Co.-----	148.68	31.79	4,726.19
	The Fries Manufacturing and Power Co.-----			40,971.00
	Salem Water Supply Co.-----			5,200.00
	Norfolk and Western Railway Co.-----	14.96	14,133.55	211,437.87
				<u>1,422,268.10</u>
Franklin-----	Seaboard Air Line-----	22.91	19,982.69	457,803.34
	Pullman Co.-----	13.00	149.60	1,944.79
	Southern Express Co.-----	22.91	116.54	2,669.87
	Western Union Telegraph Co.-----	96.00	31.79	3,051.66
	Henderson Telephone Co.-----	169.00	7.40	1,250.83
	Louisburg Telegraph Co.-----	10.00	50.00	500.00
	Union Tank Line Co.-----			12,309.75
				<u>479,530.24</u>
Gaston-----	Atlanta and Charlotte Air Line-----	23.00	28,508.91	655,705.02
	Seaboard Air Line-----	17.50	19,982.69	349,697.00
	Pullman Co.-----	42.26	149.60	6,322.09
	Southern Express Co.-----	59.76	116.54	6,964.26
	Western Union Telegraph Co.-----	438.85	31.79	13,949.83
	Piedmont Telephone Co.-----	260.00	2.30	597.20
	Carolina and Northwestern Railway Co.-----	21.33	7,994.80	170,529.14
				<u>1,203,764.54</u>
Gates-----	Atlantic Coast Line-----	14.84	25,296.61	375,401.60
	Southern Express Co.-----	14.81	116.54	1,725.92
	Western Union Telegraph Co.-----	89.84	31.79	2,855.84
	Suffolk and Carolina Railway Co.-----	17.50	4,781.93	83,683.84
	Albemarle Steam Navigation Co.-----			2,025.00
				<u>465,692.20</u>

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Granville -----	Southern Railway -----	43.81	\$24,721.25	\$1,083,037.84
	Atlantic and Danville Railway -----	2.20	10,000.00	22,000.00
	North and South Carolina -----	3.73	3,000.00	11,190.00
	Seaboard Air Line -----	22.36	19,982.69	446,812.85
	Southern Express Co. -----	68.37	116.54	7,967.63
	Western Union Telegraph Co. -----	93.50	31.79	2,972.09
	Henderson Telephone Co. -----	48.00	7.40	355.38
	Oxford and Coast Line Railroad Co. -----	4.51	5,443.46	24,550.00
				<u>1,598,885.79</u>
Greene -----	Carolina Telephone and Telegraph Co. -----	22.00	7.86	172.91
				<u>172.91</u>
Guilford -----	Southern Railway -----	26.63	24,721.25	658,326.77
	Atlantic and Yadkin -----	39.26	9,932.95	389,967.70
	High Point, Randleman, Ashboro and Southern -----	3.04	9,992.53	30,377.30
	North Carolina Railroad -----	33.37	29,319.44	978,389.83
	Pullman Co. -----	54.00	149.60	8,078.40
	Southern Express Co. -----	104.29	116.54	12,153.65
	Western Union Telegraph Co. -----	1,402.31	31.79	44,575.23
	Greensboro Electric Co. -----			112,500.00
	Greensboro Gas and Electric Light Co. -----			20,900.00
	American Cotton Oil Co. -----			2,450.00
	Kansas City Refrigerator Car Co. -----			400.00
	Anglo-American Refrigerator Car Co. -----			400.00
	Swift Refrigerator Transportation Co. -----			1,200.00
	Merchants' Despatch Transportation Co. -----			1,931.83
				<u>2,261,650.71</u>
Halifax -----	Atlantic Coast Line -----	61.09	25,296.61	1,545,369.72
	Seaboard Air Line -----	20.31	19,982.69	405,848.35
	Pullman Co. -----	55.00	149.60	8,228.00
	Southern Express Co. -----	81.35	116.54	9,480.29
	Western Union Telegraph Co. -----	546.91	31.79	17,384.63
	Carolina Telephone and Telegraph Co. -----	81.00	7.86	636.51
	Henderson Telephone Co. -----	236.00	7.40	1,746.63
	Petersburg, Norfolk and Weldon Steamboat Co. -----			7,750.00
	Union Refrigerator Transit Co. -----			908.00
				<u>1,997,352.13</u>

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Harnett -----	Atlantic Coast Line -----	20.02	\$25,296.61	\$506,438.00
	Pullman Co. -----	6.00	149.60	897.59
	Southern Express Co. -----	20.02	116.54	2,333.08
	Western Union Telegraph Co. -----	56.42	31.79	1,793.43
	Cape Fear and Northern Railway Co. -----	17.95	3,908.21	70,152.29
	Raleigh and Cape Fear Railway Co. -----	4.00	7,291.67	29,166.64
	Carolina Telephone and Telegraph Co. -----	126.00	7.86	990.13
	Clinton and Dunn Telephone Co. -----	1.00	5.81	5.81
				<u>611,776.97</u>
Haywood -----	Southern Railway -----	21.57	24,721.25	533,237.25
	Southern Express Co. -----	21.57	116.54	2,513.70
	Western Union Telegraph Co. -----	21.00	31.79	667.53
	Waynesville Telephone Co. -----	30.00	33.33	1,000.00
				<u>537,418.48</u>
Henderson -----	Asheville and Spartanburg -----	21.56	8,829.79	190,370.41
	Pullman Co. -----	21.00	149.60	3,141.60
	Southern Express Co. -----	33.06	116.54	3,852.72
	Western Union Telegraph Co. -----	128.60	31.79	4,087.81
	Transylvania Railroad Co. -----	11.57	5,000.00	57,850.00
				<u>259,302.54</u>
Hertford -----	Atlantic Coast Line -----	14.53	25,296.61	367,559.66
	Southern Express Co. -----	14.53	116.54	1,693.29
	Western Union Telegraph Co. -----	84.42	31.79	2,683.46
	Chowan and Aulander Railroad Co. -----	10.00	1,250.00	12,500.00
	Wellington and Powellsville Railroad Co. -----	4.00	2,250.00	9,000.00
	Hertford County Telephone Co. -----	26.00	11.54	300.00
	Albemarle Steam Navigation Co. -----			2,025.00
				<u>395,761.41</u>
Hyde -----	Washington and Hyde County Telephone Co. --	21.00	15.32	321.80
	Fairfield Canal and Turnpike Co. -----	4.00	1,912.50	7,650.00
	Old Dominion Steamship Co. -----			9,541.68
	Fairfield and Elizabeth City Transportation Co. -----			1,500.00
				<u>19,013.48</u>

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Iredell -----	Southern Railway -----	52.91	\$24,721.25	\$1,308,001.21
	North Carolina Midland -----	4.90	9,946.22	48,736.42
	Pullman Co. -----	20.00	149.60	2,992.00
	Southern Express Co. -----	52.91	116.54	6,165.98
	Western Union Telegraph Co. -----	135.00	31.79	4,291.25
	Statesville Telephone Co. -----	45.00	42.78	1,925.00
				<u>1,372,111.86</u>
Jackson -----	Southern Railway -----	22.89	24,721.25	565,869.79
	Southern Express Co. -----	22.89	116.54	2,667.54
	Western Union Telegraph Co. -----	23.00	31.79	731.10
	Oconee Telephone Co. -----	10.00	10.00	100.00
				<u>569,368.43</u>
Johnston -----	North Carolina Railroad -----	26.24	29,319.44	769,342.21
	Atlantic Coast Line -----	43.62	25,296.61	1,103,437.99
	Pullman Co. -----	55.00	149.60	8,228.00
	Southern Express Co. -----	69.86	116.54	8,141.29
	Western Union Telegraph Co. -----	408.24	31.79	12,976.73
	Carolina Telephone and Telegraph Co. -----	62.00	7.86	487.23
	Produce Shippers' Dispatch -----			1,166.66
				<u>1,903,780.11</u>
Jones -----	Atlantic Coast Line -----	15.79	25,296.61	399,433.34
	Southern Express Co. -----	16.26	116.54	1,894.90
	Western Union Telegraph Co. -----	22.50	31.79	715.29
	Atlantic and North Carolina Railroad Co. -----	4.00	8,150.53	32,602.05
	Henderson Telephone Co. -----	31.00	7.40	229.58
				<u>434,875.16</u>
Lenoir -----	Atlantic Coast Line -----	11.07	25,296.61	280,033.34
	Southern Express Co. -----	28.07	116.54	3,271.20
	Western Union Telegraph Co. -----	77.26	31.79	2,455.86
	Atlantic and North Carolina Railroad Co. -----	19.00	8,150.53	154,860.00
	Carolina Telephone and Telegraph Co. -----	85.00	7.86	667.97
	Henderson Telephone Co. -----	38.00	7.40	281.38
				<u>441,569.75</u>

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Lincoln -----	Seaboard Air Line-----	15.60	\$19,982.69	\$311,729.88
	Pullman Co. -----	14.26	149.60	2,133.29
	Southern Express Co. -----	29.86	116.54	3,479.79
	Western Union Telegraph Co.-----	19.02	31.79	604.59
	Piedmont Telephone Co.-----	152.00	2.30	349.20
	Carolina and Northwestern Railway Co. -----	12.89	7,994.80	103,053.01
				<u>421,349.76</u>
Macon -----	Southern Railway-----	2.57	24,721.25	63,533.53
	Southern Express Co. -----	2.57	116.54	299.51
	Western Union Telegraph Co. -----	2.00	31.79	64.00
	Oconee Telephone Co. -----	10.00	10.00	100.00
				<u>63,997.04</u>
Madison -----	Southern Railway-----	28.30	24,721.25	699,611.27
	Pullman Co.-----	28.00	149.60	4,188.80
	Southern Express Co. -----	28.30	116.54	3,298.00
	Western Union Telegraph Co.-----	142.07	31.79	4,515.98
				<u>711,614.05</u>
Martin -----	Atlantic Coast Line -----	52.24	25,296.61	1,321,494.77
	Southern Express Co. -----	51.38	116.54	5,987.68
	Western Union Telegraph Co.-----	121.52	31.79	3,862.76
	Williamston Telephone Co.-----	88.00	8.40	739.20
	Roanoke and Tar River Steamboat Co. -----			11,946.93
				<u>1,344,031.34</u>
McDowell -----	Southern Railway -----	32.24	24,721.25	797,012.99
	South Carolina and Georgia -----	13.90	5,417.53	75,303.68
	Pullman Co. -----	32.00	149.60	4,787.20
	Southern Express Co. -----	45.54	116.54	5,307.09
	Western Union Telegraph Co.-----	153.10	31.79	4,866.59
	Marion Telephone Co. -----	6.00	200.00	1,200.00
				<u>888,477.55</u>
Mecklenburg -----	Southern Railway -----	34.88	24,721.25	862,277.08
	Atlanta and Charlotte Air Line -----	11.42	28,508.91	325,571.80
	North Carolina Railroad-----	11.90	29,319.44	348,901.42
	Seaboard Air Line-----	23.90	19,982.69	477,586.21
	Pullman Co. -----	48.00	149.60	7,180.80

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Mecklenburg (Continued).	Southern Express Co. -----	82.10	\$ 116.54	\$ 9,567.69
	Western Union Telegraph Co.-----	996.00	31.79	31,659.86
	Charlotte Consolidated Construction Co. -----			220,040.00
	National Car Co.-----			9,920.00
				<u>2,292,704.86</u>
Mitchell-----	Western Union Telegraph Co.-----	5.00	31.79	158.94
	East Tennessee and Western N. C. Railroad Co. -----	3.00	6,666.66	20,000.00
	Linville River Railway Co.-----	12.00	4,000.00	30,000.00
	South and Western-----	31.80	4,189.93	131,145.19
				<u>181,304.13</u>
Montgomery-----	Southern Express Co. -----	24.25	116.54	2,826.03
	Aberdeen and Ashboro-----	39.75	4,066.79	161,654.92
	Durham and Charlotte Railroad Co.-----	2.48	2,943.70	7,300.40
				<u>171,781.35</u>
Moore -----	Atlantic and Yadkin -----	3.39	9,932.95	33,672.73
	Atlantic Coast Line -----	8.55	25,296.61	216,285.97
	Seaboard Air Line-----	38.50	19,982.69	769,333.43
	Pullman Co. -----	38.00	149.60	5,684.79
	Southern Express Co. -----	84.37	116.54	9,832.24
	Western Union Telegraph Co.-----	332.00	31.79	10,553.29
	Aberdeen and Ashboro-----	27.10	4,066.79	110,210.02
	Aberdeen and Rockfish Railroad Co. -----	2.70	4,090.91	11,045.45
	Carthage Railroad Co.-----	18.50	2,702.70	50,000.00
	Pinehurst Railroad Co.-----			4,540.00
	Durham and Charlotte Railroad Co.-----	26.00	2,943.70	76,536.25
				<u>1,297,694.17</u>
Nash -----	Atlantic Coast Line -----	30.38	25,296.61	768,510.97
	Pullman Co. -----	11.00	149.60	1,645.60
	Southern Express Co. -----	30.38	116.54	3,540.40
	Western Union Telegraph Co.-----	19.00	31.79	603.95
				<u>774,300.92</u>
New Hanover -----	Atlantic Coast Line -----	29.68	25,296.61	750,803.25
	Seaboard Air Line-----	3.37	19,982.69	67,341.61
	Pullman Co.-----	9.00	149.60	1,346.40
	Southern Express Co.-----	33.69	116.54	3,926.14

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
New Hanover ----- (Continued).	Western Union Telegraph Co.-----	195.74	\$ 31.79	\$ 6,221.99
	New Hanover Transit Co. -----	4.00	1,675.00	6,700.00
	Consolidated Railways Light and Power Co.-----			188,500.00
	The Clarrendon Water Works Co. -----			10,000.00
	Brunswick Bridge and Ferry Co.-----	1.00	700.00	700.00
	Flynn & Co.-----			1,000.00
	Merchants and Farmers Steamboat Co.-----			8,000.00
	Diamond Steamboat and Wrecking Co.-----			10,500.00
	Robert Portner Brewing Co.-----			4,370.00
				<u>1,059,409.39</u>
Northampton-----	Atlantic Coast Line-----	7.03	25,296.61	177,835.07
	Seaboard Air Line-----	42.67	19,982.69	852,661.30
	Pullman Co.-----	25.00	149.60	3,739.99
	Southern Express Co.-----	50.72	116.54	5,910.76
	Western Union Telegraph Co.-----	451.90	31.79	14,364.55
	Northampton and Hertford Railroad Co.-----	9.00	3,333.33	30,000.00
	Henderson Telephone Co.-----	10.00	7.40	74.18
	Union Refrigerator Transit Co.-----			908.00
				<u>1,085,493.85</u>
Onslow-----	Atlantic Coast Line-----	36.31	25,296.61	918,519.77
	Southern Express Co.-----	36.31	116.54	4,231.47
	Western Union Telegraph Co.-----	36.00	31.79	1,144.34
				<u>923,895.58</u>
Orange-----	North Carolina Railroad-----	17.27	29,319.44	506,346.82
	State University-----	10.14	2,470.31	25,049.00
	Pullman Co.-----	17.00	149.60	2,543.19
	Southern Express Co.-----	27.67	116.54	3,224.59
	Western Union Telegraph Co.-----	125.17	31.79	3,978.78
	Mebane-Ridgeville Telephone Co. -----	10.50	17.16	180.12
				<u>541,322.50</u>
Pamlico-----	Old Dominion Steamship Co. -----			3,966.66
				<u>3,966.66</u>
Pasquotank-----	Southern Express Co. -----	12.57	116.54	1,464.88
	Western Union Telegraph Co.-----	26.00	31.79	826.46
	Norfolk and Southern Railroad Co.-----	12.06	17,926.68	216,195.76

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Pasquotank ----- (Continued).	Elizabeth City Telephone Co.-----	30.00	\$ 216.66	\$ 6,500.00
	Elizabeth City Electric Light and Power Co.-----			2,000.00
	Elizabeth City and Norfolk Telegraph Co.-----	20.00	40.28	805.64
	Old Dominion Steamship Co.-----			4,541.66
	Camden Telephone Co.-----	4.00	35.72	142.86
	Lake Drummond Canal Co.-----			8,000.00
				<u>240,477.26</u>
Pender -----	Atlantic Coast Line -----	59.99	25,296.61	1,517,543.45
	Pullman Co.-----	25.00	149.60	3,740.00
	Southern Express Co.-----	62.83	116.54	7,322.02
	Western Union Telegraph Co.-----	309.00	31.79	9,822.19
	Columbus Telephone Co.-----	20.00	20.00	400.00
	Continental Fruit Express Co.-----			950.00
	Armour Car Lines-----			2,666.66
				<u>1,542,444.32</u>
Perquimans -----	Southern Express Co.-----	16.30	116.54	1,899.56
	Western Union Telegraph Co.-----	32.00	31.79	1,017.19
	Norfolk and Southern Railroad Co.-----	16.30	17,926.68	292,204.87
	Elizabeth City and Norfolk Telegraph Co.-----	18.00	40.28	725.08
				<u>295,846.70</u>
Person -----	Atlantic and Danville Railway -----	5.20	10,000.00	52,000.00
	Southern Express Co.-----	27.39	116.54	3,191.96
	Western Union Telegraph Co.-----	58.00	31.79	1,843.65
	Mebane-Ridgeville Telephone Co.-----	14.00	17.16	240.18
	Norfolk and Western Railway Co.-----	22.19	14,133.55	313,623.42
				<u>370,899.21</u>
Pitt -----	Atlantic Coast Line -----	56.49	25,296.61	1,429,005.36
	Southern Express Co.-----	63.49	116.54	7,398.94
	Western Union Telegraph Co.-----	140.71	31.79	4,472.75
	East Carolina Railway Co.-----	6.52	2,000.16	13,041.08
	Henderson Telephone Co.-----	38.00	7.40	281.38
	Grifton Transportation Co.-----			2,500.00
	Old Dominion Steamship Co.-----			3,250.00
				<u>1,459,949.51</u>

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Polk -----	Asheville and Spartanburg-----	10.00	\$ 8,829.79	\$ 88,297.90
	Pullman Co.-----	10.00	149.60	1,496.00
	Southern Express Co.-----	10.00	116.54	1,165.38
	Western Union Telegraph Co.-----	50.00	31.79	1,589.35
				<u>92,548.63</u>
Randolph-----	Atlantic and Yadkin-----	30.49	9,932.95	302,855.70
	High Point, Randleman, Ashboro and Southern-----	23.74	9,992.53	237,222.70
	North Carolina Railroad-----	.60	29,319.44	17,591.68
	Pullman Co.-----	1.00	149.60	149.60
	Southern Express Co.-----	70.33	116.54	8,196.05
	Western Union Telegraph Co.-----	90.22	31.79	2,867.82
	Aberdeen and Ashboro Railroad Co.-----	14.00	4,066.79	56,935.06
				<u>625,818.61</u>
Richmond -----	Seaboard Air Line-----	47.19	19,982.69	942,983.03
	Pullman Co.-----	32.00	149.60	4,787.19
	Southern Express Co.-----	46.20	116.54	5,384.01
	Western Union Telegraph Co.-----	305.00	31.79	9,695.04
				<u>962,849.27</u>
Robeson -----	Atlantic Coast Line-----	80.69	25,296.61	2,041,183.23
	Seaboard Air Line-----	30.60	19,982.69	611,470.23
	Pullman Co.-----	34.00	149.60	5,086.40
	Southern Express Co.-----	112.90	116.54	13,157.03
	Western Union Telegraph Co.-----	375.70	31.79	11,942.38
	Aberdeen and Rockfish Railroad Co.-----	9.50	4,090.91	38,863.63
	Red Springs and Bowmore Railroad Co.-----	14.50	1,236.84	17,934.20
	Lumberton Telephone Co.-----	55.00	21.64	1,190.00
	Carolina Telephone and Telegraph Co.-----	64.00	7.86	502.92
	Produce Shippers' Dispatch-----			1,166.67
	Carolina-Northern-----	20.76	4,000.00	83,040.00
				<u>2,825,536.69</u>
Rockingham-----	Southern Railway-----	21.20	24,721.25	524,090.39
	Atlantic and Yadkin-----	10.44	9,932.95	103,700.03
	Pullman Co.-----	21.00	149.60	3,141.60
	Southern Express Co.-----	59.36	116.54	6,917.64
	Western Union Telegraph Co.-----	771.50	31.79	24,523.67
	Danville and Western Railroad Co.-----	8.00	3,878.78	31,030.22

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Rockingham----- (Continued).	International Telephone Co.-----	50.00	\$ 10.00	\$ 500.00
	Norfolk and Western Railway Co.-----	20.02	14,133.55	282,953.61
	American Cotton Oil Co.-----			2,450.00
				<u>979,307.16</u>
Rowan-----	Southern Railway-----	17.52	24,721.25	433,116.19
	North Carolina Railroad-----	20.60	29,319.44	603,980.54
	North Carolina Midland-----	17.20	9,946.22	171,074.94
	Yadkin-----	16.66	4,989.02	83,117.15
	Pullman Co.-----	38.00	149.60	5,684.80
	Southern Express Co.-----	54.78	116.54	6,383.90
	Western Union Telegraph Co.-----	1,056.72	31.79	33,589.96
	Albemarle Telephone Co.-----	48.00	12.99	623.42
	Concord Telephone Co.-----	4.00	3.81	15.24
	Salisbury Telephone Co.-----	234.00	14.96	3,500.00
	American Cotton Oil Co.-----			2,450.00
	Provision Dealers' Dispatch Co.-----			1,200.00
				<u>1,344,736.14</u>
Rutherford-----	South Carolina and Georgia-----	24.90	5,417.53	134,896.54
	Seaboard Air Line-----	15.72	19,982.69	314,127.80
	Southern Express Co.-----	42.50	116.54	4,952.83
	Western Union Telegraph Co.-----	85.90	31.79	2,730.50
	Forest City Telephone Co.-----	71.00	3.87	275.00
				<u>456,982.67</u>
Sampson-----	Atlantic Coast Line-----	49.35	25,296.61	1,248,387.57
	Southern Express Co.-----	49.35	116.54	5,751.11
	Western Union Telegraph Co.-----	96.00	31.79	3,051.56
	Clinton and Dunn Telephone Co.-----	40.00	5.81	232.57
				<u>1,257,422.81</u>
Scotland-----	Atlantic Coast Line-----	10.03	25,296.61	253,724.92
	Seaboard Air Line-----	20.71	19,982.69	413,841.42
	Southern Express Co.-----	32.32	116.54	3,766.48
	Western Union Telegraph Co.-----	96.00	31.79	3,051.56
	Red Springs and Bowmore Railroad Co.-----	4.50	1,236.84	5,565.80
				<u>679,950.18</u>

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Stanly -----	Yadkin -----	23.19	\$ 4,989.02	\$115,695.47
	Southern Express Co. -----	23.19	116.54	2,702.50
	Western Union Telegraph Co. -----	23.00	31.79	731.10
	Albemarle Telephone Co. -----	100.00	12.99	1,298.72
				<u>120,427.79</u>
Stokes -----	Atlantic and Yadkin -----	20.80	9,932.95	206,605.42
	Southern Express Co. -----	31.47	116.54	3,667.42
	Western Union Telegraph Co. -----	74.00	31.79	2,352.24
	Norfolk and Western Railway Co. -----	10.67	14,133.55	150,804.93
				<u>363,430.01</u>
Surry -----	Southern Railway -----	33.13	24,721.25	819,015.00
	Atlantic and Yadkin -----	17.40	9,932.95	172,833.39
	Southern Express Co. -----	52.55	116.54	6,124.08
	Western Union Telegraph Co. -----	68.00	31.79	2,161.52
	Mount Airy and Eastern Railway Co. -----	5.00	1,940.00	9,700.00
				<u>1,009,833.99</u>
Swain -----	Southern Railway -----	38.36	24,721.25	948,307.02
	Southern Express Co. -----	38.36	116.54	4,470.36
	Western Union Telegraph Co. -----	39.00	31.79	1,239.69
				<u>954,017.07</u>
Transylvania -----	Southern Express Co. -----	19.10	116.54	2,225.87
	Transylvania Railroad Co. -----	19.30	5,000.00	96,500.00
	Oconee Telephone Co. -----	5.00	10.00	50.00
				<u>98,775.87</u>
Union -----	Seaboard Air Line -----	39.90	19,982.69	797,309.20
	Pullman Co. -----	40.00	149.60	5,984.00
	Southern Express Co. -----	39.80	116.54	4,638.28
	Western Union Telegraph Co. -----	299.80	31.79	9,529.74
				<u>817,461.22</u>
Vance -----	Southern Railway -----	7.06	24,721.25	174,531.93
	Seaboard Air Line -----	28.35	19,982.69	566,509.18
	Pullman Co. -----	20.00	149.60	2,992.00
	Southern Express Co. -----	35.41	116.54	4,126.68
	Western Union Telegraph Co. -----	176.00	31.79	5,594.51

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Vance ----- (Continued).	Henderson Telephone Co. -----	223.00	\$ 7.40	\$ 1,650.48
	Henderson Lighting and Power Co. -----			5,280.00
	Union Tank Line Co. -----			12,309.75
				<u>772,994.53</u>
Wake -----	North Carolina Railroad -----	27.52	29,319.44	806,871.09
	Seaboard Air Line -----	43.39	19,982.69	867,048.80
	Pullman Co. -----	63.00	149.60	9,424.78
	Southern Express Co. -----	73.62	116.54	8,579.56
	Western Union Telegraph Co. -----	593.16	31.79	18,854.77
	Cape Fear and Northern Railway Co. -----	18.00	3,908.21	70,347.71
	Raleigh and Cape Fear Railway Co. -----	20.00	7,291.67	145,833.36
	Henderson Telephone Co. -----	18.00	7.40	133.38
	Standard Gas and Electric Co. -----			17,318.00
	Union Tank Line Co. -----			12,309.75
	Cudahy Milwaukee Refrigerator Line -----			303.00
	Western Refrigerator Line Co. -----			42.00
Warren -----	Southern Railway (one-third interest in Raleigh Union Station).			10,000.00
				<u>1,967,066.20</u>
	Seaboard Air Line -----	31.21	19,982.69	623,659.65
	Pullman Co. -----	23.00	149.60	3,440.80
	Southern Express Co. -----	31.21	116.54	3,637.22
	Western Union Telegraph Co. -----	214.00	31.79	6,802.42
	Warrenton Railroad Co. -----	3.00	3,146.66	9,440.00
Washington -----	Henderson Telephone Co. -----	133.00	7.40	984.43
	Union Tank Line Co. -----			12,309.75
				<u>660,274.27</u>
Wayne -----	Atlantic Coast Line -----	3.87	25,296.61	97,897.82
	Southern Express Co. -----	21.87	116.34	2,548.77
	Western Union Telegraph Co. -----	12.00	31.79	381.45
	Washington and Plymouth Railroad Co. -----	14.39	1,663.16	23,932.89
	Norfolk and Southern Railroad Co. -----	18.00	17,926.68	322,680.23
				<u>447,441.16</u>
Wayne -----	North Carolina Railroad -----	10.47	29,319.44	306,974.62
	Atlantic Coast Line -----	38.52	25,296.61	974,425.28
	Pullman Co. -----	29.00	149.60	4,338.40
	Southern Express Co. -----	58.99	116.54	6,874.62

## STATEMENT X—Continued.

County.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Wayne ----- (Continued).	Western Union Telegraph Co.-----	396.92	\$ 31.79	\$ 12,616.90
	Atlantic and North Carolina Railroad Co. -----	11.00	8,150.53	89,655.76
	Carolina Telephone and Telegraph Co. -----	24.00	7.86	188.64
	Goldsboro Navigation Co. -----			2,000.00
	Hammond Refrigerator Line Co. -----			500.00
	Armour Car Lines-----			2,666.67
	Southern Cotton Oil Co. -----			9,000.00
	The Santa Fe Refrigerator Dispatch Co. -----			500.00
				<u>1,409,740.89</u>
Wilkes -----	Southern Railway -----	18.11	24,721.25	447,701.72
	Southern Express Co. -----	18.11	116.54	2,110.59
	Western Union Telegraph Co.-----	18.00	31.79	572.17
				<u>450,384.48</u>
Wilson -----	Atlantic Coast Line -----	31.27	25,296.61	791,024.86
	Pullman Co. -----	30.00	149.60	4,488.00
	Southern Express Co. -----	31.27	116.54	3,644.22
	Western Union Telegraph Co.-----	364.95	31.79	11,600.67
	Carolina Telephone and Telegraph Co.-----	140.00	7.86	1,100.16
				<u>811,857.91</u>
Yancey -----	South and Western Railway Co.-----	4.50	4,189.93	18,854.81
				<u>18,854.81</u>

## STATEMENT Y—List of Towns, with Apportionment of Valuations to Each for 1903.

Town.	Name of Road or Other Company.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Aberdeen -----	Seaboard Air Line-----	1.00	\$19,982.69	\$19,982.69
	Aberdeen and Ashboro Railroad Co.-----	.50	4,066.79	2,033.39
	Aberdeen and Rockfish Railroad Co. -----	.50	4,090.91	2,045.45
				<u>24,061.53</u>
Ahoskie -----	Atlantic Coast Line -----	.46	25,296.61	11,636.44
	Wellington and Powellsville Railroad Co. -----	1.00	2,250.00	2,250.00
				<u>13,886.44</u>
Albemarle -----	Yadkin -----	1.00	4,989.02	4,989.02
				<u>4,989.02</u>
Angier -----	Cape Fear and Northern Railway Co.-----	1.00	3,908.21	3,908.21
				<u>3,908.21</u>
Apex -----	Seaboard Air Line-----	1.12	19,982.69	22,380.61
	Cape Fear and Northern Railway Co. -----	.40	3,908.21	1,563.28
				<u>23,943.89</u>
Ashboro -----	High Point, Randleman, Ashboro and Southern-	.41	9,992.53	4,096.94
	Aberdeen and Ashboro Railroad Co.-----	.50	4,066.79	2,033.39
				<u>6,130.33</u>
Asheville -----	Southern Railway -----	1.54	24,721.25	38,070.72
				<u>38,070.72</u>
Aulander -----	Atlantic Coast Line -----	.85	25,296.61	21,502.11
				<u>21,502.11</u>
Autryville -----	Atlantic Coast Line -----	.60	25,296.61	15,177.97
				<u>15,177.97</u>
Ayden -----	Atlantic Coast Line -----	.36	25,296.61	9,106.78
				<u>9,106.78</u>
Battleboro -----	Atlantic Coast Line -----	.50	25,296.61	12,648.30
				<u>12,648.30</u>
Belmont -----	Atlanta and Charlotte Air Line -----	.50	28,508.91	14,254.45
				<u>14,254.45</u>
Benson -----	Atlantic Coast Line -----	.50	25,296.61	12,648.30
				<u>12,648.30</u>

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Bessemer City----	Atlanta and Charlotte Air Line -----	2.96	\$28,508.91	\$ 84,386.38
				<u>84,386.38</u>
Bethel-----	Atlantic Coast Line -----	.27	25,296.61	6,830.08
				<u>6,830.08</u>
Biltmore-----	Southern Railway-----	.30	24,721.25	7,416.37
				<u>7,416.37</u>
Biscoe-----	Aberdeen and Ashboro Railroad Co.-----	1.00	4,066.79	4,066.79
				<u>4,066.79</u>
Black Creek-----	Atlantic Coast Line -----	.51	25,296.61	12,901.27
				<u>12,901.27</u>
Black Mountain---	Southern Railway -----	1.00	24,721.25	24,721.25
				<u>24,721.25</u>
Boyette-----	Atlantic Coast Line -----	.50	25,296.61	12,648.30
				<u>12,648.30</u>
Boardman-----	Atlantic Coast Line -----	1.05	25,296.61	26,561.44
				<u>26,561.44</u>
Brevard-----	Transylvania Railroad Co.-----	.75	5,000.00	3,750.00
				<u>3,750.00</u>
Bryson City-----	Southern Railway -----	1.00	24,721.25	24,721.25
				<u>24,721.25</u>
Burgaw-----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
				<u>25,296.61</u>
Burlington-----	North Carolina Railroad-----	2.00	29,319.44	58,638.88
				<u>58,638.88</u>
Cameron-----	Seaboard Air Line-----	1.20	19,982.69	23,979.22
	Carthage Railroad Co.-----	.50	2,702.70	1,351.35
				<u>25,330.57</u>
Candor-----	Aberdeen and Ashboro Railroad Co.-----	.50	4,066.79	2,033.39
				<u>2,033.39</u>
Canton-----	Southern Railway -----	.50	24,721.25	12,360.62
				<u>12,360.62</u>

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Carthage -----	Carthage Railroad Co.-----	1.00	\$ 2,702.70	\$ 2,702.70
				<u>2,702.70</u>
Cary-----	North Carolina Railroad-----	1.00	29,319.44	29,319.44
	Seaboard Air Line-----	1.10	19,982.69	21,980.95
				<u>51,300.39</u>
Catawba-----	Southern Railway -----	1.00	24,721.25	24,721.25
				<u>24,721.25</u>
Cerro Cordo -----	Atlantic Coast Line -----	.78	25,296.61	19,731.36
				<u>19,731.36</u>
Chadbourn -----	Atlantic Coast Line -----	2.00	25,296.61	50,593.22
				<u>50,593.22</u>
Charlotte -----	Southern Railway -----	1.85	24,721.25	45,734.32
	Atlanta and Charlotte Air Line -----	1.85	28,508.91	52,741.49
	North Carolina Railroad-----	1.29	29,319.44	37,822.07
	Seaboard Air Line-----	1.10	19,982.69	21,980.95
				<u>158,278.83</u>
Cherryville -----	Seaboard Air Line-----	1.00	19,982.69	19,982.69
				<u>19,982.69</u>
China Grove-----	North Carolina Railroad-----	1.00	29,319.44	29,319.44
				<u>29,319.44</u>
Clarkton-----	Seaboard Air Line-----	1.38	19,982.69	27,576.11
				<u>27,576.11</u>
Claremont -----	Southern Railway -----	1.00	24,721.25	24,721.25
				<u>24,721.25</u>
Clayton-----	North Carolina Railroad-----	1.06	29,319.44	31,078.61
				<u>31,078.61</u>
Cleveland-----	Southern Railway -----	.70	24,721.25	17,304.87
				<u>17,304.87</u>
Clinton -----	Atlantic Coast Line -----	.45	25,296.61	11,383.47
				<u>11,383.47</u>

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Clyde -----	Southern Railway -----	.40	\$24,721.25	\$ 9,888.50
				9,888.50
Concord -----	North Carolina Railroad -----	1.46	29,319.44	42,806.38
				42,806.38
Conetoe -----	Atlantic Coast Line -----	.57	25,296.61	14,419.07
				14,419.07
Conoho -----	Atlantic Coast Line -----	1.74	25,296.61	44,016.10
				44,016.10
Conover -----	Southern Railway -----	1.04	24,721.25	25,710.11
				25,710.11
Dallas -----	Carolina and Northwestern Railway Co. -----	1.17	7,994.80	9,353.91
				9,353.91
Davidson College--	Southern Railway -----	1.08	24,721.25	26,698.96
				26,698.96
Dillsboro -----	Southern Railway -----	1.10	24,721.25	27,193.38
				27,193.38
Dover -----	Atlantic and North Carolina Railroad -----	.43	8,150.53	3,504.73
				3,504.73
Durham -----	Southern Railway -----	.83	24,721.25	20,518.63
	North Carolina Railroad -----	2.33	29,319.44	68,314.30
	Seaboard Air Line -----	1.51	19,982.69	30,173.86
	Norfolk and Western Railway Co. -----	1.27	14,133.55	17,949.61
				136,956.40
Dunn -----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
				25,296.61
Edenton -----	Norfolk and Southern Railroad Co. -----	1.10	17,926.68	19,719.34
	Suffolk and Carolina Railway Co. -----	.33	4,781.93	1,578.03
				21,297.37
Elizabeth City ----	Norfolk and Southern Railroad Co. -----	.70	17,926.68	12,548.68
				12,548.68

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Elkin-----	Southern Railway-----	1.62	\$24,721.25	\$ 40,048.43 40,048.43
Elk Park-----	East Tennessee and Western N. C. R. R. Co.---	1.00	6,666.66	6,666.66 6,666.66
Ellenboro-----	Seaboard Air Line-----	1.30	19,982.69	25,977.50 25,977.50
Elon College-----	North Carolina Railroad-----	.69	29,319.44	20,230.42 20,230.42
Enfield-----	Atlantic Coast Line-----	1.00	25,296.61	25,296.61 25,296.61
Elm City-----	Atlantic Coast Line-----	.53	25,296.61	13,407.20 13,407.20
Everette-----	Atlantic Coast Line-----	.83	25,296.61	20,996.19 20,996.19
Fair Bluff-----	Atlantic Coast Line-----	1.00	25,296.61	25,296.61 25,296.61
Faison-----	Atlantic Coast Line-----	.68	25,296.61	17,201.69 17,201.69
Fayetteville-----	Atlantic Coast Line-----	4.21	25,296.61	106,498.73 106,498.73
Forest City-----	South Carolina and Georgia-----	2.00	5,417.53	10,835.06 10,835.06
Four Oaks-----	Atlantic Coast Line-----	.53	25,296.61	13,407.20 13,407.20
Franklinton-----	Seaboard Air Line-----	.96	19,982.69	19,183.39 19,183.39
Fremont-----	Atlantic Coast Line-----	.85	25,296.61	21,502.12 21,502.12
Garysburg-----	Seaboard Air Line-----	1.50	19,982.69	29,974.03 29,974.03

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Gastonia-----	Atlanta and Charlotte Air Line -----	2.00	\$28,508.91	\$ 57,017.82
	Carolina and Northwestern Railway Co. -----	1.00	7,994.80	7,994.80
				<u>65,012.62</u>
Germanton -----	Atlantic and Yadkin-----	.50	9,932.95	4,966.48
				<u>4,966.48</u>
Gibson-----	Atlantic Coast Line -----	.37	25,296.61	9,359.74
	Seaboard Air Line-----	.85	19,982.69	16,985.29
				<u>26,345.03</u>
Gibsonville -----	North Carolina Railroad-----	.63	29,319.44	18,471.24
				<u>18,471.24</u>
Glen Alpine -----	Southern Railway -----	1.00	24,721.25	24,721.25
				<u>25,721.25</u>
Gold Hill -----	Yadkin -----	.28	4,989.02	1,396.92
				<u>1,396.92</u>
Goldsboro -----	North Carolina Railroad-----	.70	29,319.44	20,523.60
	Atlantic Coast Line -----	1.90	25,296.61	48,063.55
	Atlantic and North Carolina Railroad Co. -----	2.67	8,150.53	21,761.91
				<u>90,349.06</u>
Graham -----	North Carolina Railroad-----	.47	29,319.44	13,780.13
				<u>13,780.13</u>
Granite Falls -----	Carolina and Northwestern Railway Co.-----	1.00	7,994.80	7,994.80
				<u>7,994.80</u>
Greensboro -----	Southern Railway -----	1.80	24,721.25	44,498.25
	Atlantic and Yadkin -----	2.85	9,932.95	28,308.90
	North Carolina Railroad-----	2.11	29,319.44	61,864.02
				<u>134,671.17</u>
Greenville -----	Atlantic Coast Line -----	.90	25,296.61	22,766.94
				<u>22,766.94</u>
Grifton -----	Atlantic Coast Line -----	.59	25,296.61	14,924.99
				<u>14,924.99</u>
Grover-----	Atlanta and Charlotte Air Line -----	.50	28,508.91	14,254.45
				<u>14,254.45</u>

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Halifax -----	Atlantic Coast Line -----	.70	\$25,296.61	\$ 17,707.62
				17,707.62
Hamlet -----	Seaboard Air Line -----	3.26	19,982.69	65,143.53
				65,143.53
Henderson -----	Southern Railway -----	.36	24,721.25	8,899.65
	Seaboard Air Line -----	2.43	19,982.69	48,557.94
				57,457.59
Hendersonville ----	Asheville and Spartanburg -----	1.41	8,829.79	12,450.00
	Transylvania Railroad Co. -----	1.50	5,000.00	7,500.00
				19,950.00
Hickory -----	Southern Railway -----	2.00	24,721.25	49,442.50
	Carolina and Northwestern Railway Co. -----	1.61	7,994.80	12,871.63
				62,314.13
High Point -----	High Point, Randleman, Ashboro and Southern-	1.38	9,992.53	13,789.69
	North Carolina Railroad -----	2.44	29,319.44	71,539.43
				85,329.12
Hillsboro -----	North Carolina Railroad -----	.13	29,319.44	3,811.53
				3,811.53
Hobgood -----	Atlantic Coast Line -----	.94	25,296.61	23,778.81
				23,778.81
Hoffman -----	Seaboard Air Line -----	1.08	19,982.69	21,581.30
				21,581.30
Holly Springs -----	Cape Fear and Northern Railway Co. -----	1.00	3,908.21	3,901.21
				3,908.21
Hope Mills -----	Atlantic Coast Line -----	1.50	25,296.61	37,944.91
				37,944.91
Hot Springs -----	Southern Railway -----	1.08	24,721.25	26,698.95
				26,698.95
Huntersville -----	Southern Railway -----	1.00	24,721.25	24,721.25
				24,721.25

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Jackson -----	Northampton and Hertford Railroad Co.-----	.50	\$ 3,333.33	\$ 1,666.66 <u>1,666.66</u>
Jacksonville -----	Atlantic Coast Line -----	.64	25,296.61	16,189.84 <u>16,189.84</u>
Jamesville -----	Atlantic Coast Line -----	.57	25,296.61	14,419.07 <u>14,419.07</u>
Jerome -----	Atlantic Coast Line -----	.50	25,296.61	12,648.31 <u>12,648.31</u>
Jonesboro -----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61 <u>25,296.61</u>
Kelford -----	Atlantic Coast Line -----	.56	25,296.61	14,166.11
	Seaboard Air Line-----	.57	19,982.69	11,390.14 <u>25,556.25</u>
Kenley -----	Atlantic Coast Line -----	.50	25,296.61	12,648.30 <u>12,648.30</u>
Kernersville-----	Southern Railway -----	1.29	24,721.25	31,890.42 <u>31,890.42</u>
Kings Mountain---	Atlanta and Charlotte Air Line -----	1.53	28,508.91	43,618.63 <u>43,618.63</u>
Kittrell-----	Seaboard Air Line-----	.30	19,982.69	5,994.80 <u>5,994.80</u>
Keyser -----	Seaboard Air Line-----	1.00	19,982.69	19,982.69 <u>19,982.69</u>
Kinston -----	Atlantic Coast Line -----	.36	25,296.61	9,106.78
	Atlantic and North Carolina Railroad Co.-----	.91	8,150.53	7,416.98 <u>16,523.76</u>
LaGrange ---	Atlantic and North Carolina Railroad Co.-----	1.24	8,150.53	10,106.65 <u>10,106.65</u>
Lattimore -----	South Carolina and Georgia -----	1.00	5,417.53	5,417.53 <u>5,417.53</u>

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Laurinburg-----	Seaboard Air Line-----	1.20	\$19,982.69	\$ 23,979.22
				23,979.22
Lenoir-----	Carolina and Northwestern Railway Co. -----	.60	7,994.80	4,796.88
				4,796.88
Lexington-----	North Carolina Railroad-----	.50	29,319.44	14,659.72
				14,659.72
Liberty-----	Atlantic and Yadkin -----	1.43	9,932.95	14,204.12
				14,204.12
Lilesville-----	Seaboard Air Line-----	1.00	19,982.69	19,982.69
				19,982.69
Lincolnton-----	Seaboard Air Line-----	1.80	19,982.69	35,968.85
	Carolina and Northwestern Railway Co. -----	2.12	7,994.80	16,948.98
				52,917.83
Littleton-----	Seaboard Air Line-----	1.40	19,982.69	27,975.77
				27,975.77
Louisburg-----	Seaboard Air Line-----	.55	19,982.69	10,990.49
				10,990.49
Lowell-----	Atlanta and Charlotte Air Line -----	.96	28,508.91	27,368.55
				27,368.55
Lucama-----	Atlantic Coast Line-----	.53	25,296.61	13,407.21
				13,407.21
Lumberton-----	Seaboard Air Line-----	.30	19,982.69	5,994.80
	Carolina Northern-----	.42	4,000.00	1,680.00
				7,674.80
Lumber Bridge---	Atlantic Coast Line-----	1.00	25,296.61	25,296.61
				25,296.61
Macon-----	Seaboard Air Line-----	1.00	19,982.69	19,982.69
				19,982.69
Macclesfield-----	East Carolina Railway Co.-----	.18	2,000.16	360.02
				360.02

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Madison -----	Atlantic and Yadkin -----	.56	\$ 9,932.95	\$ 5,562.46
	Norfolk and Western Railway Co. -----	1.69	14,133.55	23,885.69
				<u>29,448.15</u>
Magnolia -----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
				<u>25,296.61</u>
Maiden -----	Carolina and Northwestern Railway Co. -----	1.00	7,994.80	7,994.80
				<u>7,994.80</u>
Manly -----	Seaboard Air Line -----	1.00	19,982.69	19,982.69
				<u>19,982.69</u>
Margarettsville -----	Seaboard Air Line -----	1.00	19,982.69	19,982.69
				<u>19,982.69</u>
Marion -----	Southern Railway -----	1.28	24,721.25	31,643.21
	South Carolina and Georgia -----	.60	5,417.53	3,250.52
				<u>34,893.73</u>
Marshall -----	Southern Railway -----	1.03	24,721.25	25,462.88
				<u>25,462.88</u>
Marshville -----	Seaboard Air Line -----	1.00	19,982.69	19,982.69
				<u>19,982.69</u>
Matthews -----	Seaboard Air Line -----	.90	19,982.69	17,984.41
				<u>17,984.41</u>
Maxton -----	Atlantic Coast Line -----	1.02	25,296.61	25,802.55
	Seaboard Air Line -----	1.28	19,982.69	25,577.85
				<u>51,380.40</u>
Mayodan -----	Norfolk and Western Railway Co. -----	1.10	14,133.55	15,546.91
				<u>15,546.91</u>
McFarland -----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
				<u>25,296.61</u>
Mebane -----	North Carolina Railroad -----	1.00	29,319.44	29,319.44
				<u>29,319.44</u>
Merry Oaks -----	Seaboard Air Line -----	.74	19,982.69	14,787.20
				<u>14,787.20</u>

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Mocksville-----	North Carolina Midland -----	1.75	\$ 9,946.22	\$ 17,305.88
				17,305.88
Monroe -----	Seaboard Air Line -----	1.48	19,982.69	29,574.39
				29,574.39
Montezuma-----	Linville River Railroad Co.-----	.50	4,000.00	2,000.00
				2,000.00
Mooresboro-----	South Carolina and Georgia -----	1.00	5,417.53	5,417.53
				5,417.53
Moorestville-----	Southern Railway -----	2.00	24,721.25	49,442.50
				49,442.50
Morehead City-----	Atlantic and North Carolina Railroad Co. -----	3.25	8,150.53	26,489.22
				26,489.22
Morganton -----	Southern Railway -----	1.59	24,721.25	39,306.78
				39,306.78
Morrisville-----	North Carolina Railroad-----	.60	29,319.44	17,591.67
				17,591.67
Morven-----	Atlantic Coast Line-----	1.00	25,296.61	25,296.61
				25,296.61
Mount Airy-----	Atlantic and Yadkin-----	2.01	9,932.95	19,965.23
				19,965.23
Mount Holly-----	Seaboard Air Line-----	1.30	19,982.69	25,977.49
				25,977.49
Mount Olive-----	Atlantic Coast Line -----	.67	25,296.61	16,948.73
				16,948.73
Murphy -----	Southern Railway -----	.52	24,721.25	12,855.05
	Atlanta, Knoxville and Northern -----	.60	5,000.00	3,000.00
				15,855.05
Nashville-----	Atlantic Coast Line -----	.67	25,296.61	16,948.73
				16,948.73

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
New Bern -----	Atlantic Coast Line -----	1.20	\$25,296.61	\$ 30,355.94
	Atlantic and North Carolina Railroad Co.-----	3.79	8,150.53	30,890.50
				<u>61,246.44</u>
New London -----	Yadkin -----	1.65	4,989.02	8,231.88
				<u>8,231.88</u>
Newport -----	Atlantic and North Carolina Railroad Co.-----	1.06	8,150.53	8,639.56
				<u>8,639.56</u>
Newton -----	Southern Railway -----	.41	24,721.25	10,135.72
	Carolina and Northwestern Railway Co. -----	2.10	7,994.80	16,789.08
				<u>26,924.80</u>
North Wilkesboro-----	Southern Railway -----	1.49	24,721.25	36,834.66
				<u>36,834.66</u>
Norwood -----	Yadkin -----	.35	4,989.02	1,746.16
				<u>1,746.16</u>
Old Fort -----	Southern Railway -----	.75	24,721.25	18,540.93
				<u>18,540.93</u>
Oxford -----	Southern Railway -----	.70	24,721.25	17,304.87
	Oxford and Coast Line Railroad Co.-----	.57	5,443.46	3,102.77
				<u>20,407.64</u>
Parmelee -----	Atlantic Coast Line -----	2.36	25,296.61	59,699.99
				<u>59,699.99</u>
Pantego -----	Norfolk and Southern Railroad Co.-----	.50	17,926.68	8,963.34
				<u>8,963.34</u>
Pembroke -----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
				<u>25,296.61</u>
Pikeville -----	Atlantic Coast Line -----	.65	25,296.61	16,442.79
				<u>16,442.79</u>
Pilot Mountain ---	Atlantic and Yadkin -----	1.48	9,932.95	14,700.76
				<u>14,700.76</u>
Pine Level-----	North Carolina Railroad-----	1.00	29,319.44	29,319.44
				<u>29,319.44</u>

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Pineville-----	Southern Railway -----	1.00	\$24,721.25	\$ 24,721.25
				24,721.25
Pittsboro-----	Seaboard Air Line-----	.33	19,982.69	6,594.29
				6,594.29
Plymouth-----	Atlantic Coast Line -----	.30	25,296.61	7,588.99
	Washington and Plymouth Railroad Co.-----	.22	1,663.16	365.90
				7,954.89
Polkton-----	Seaboard Air Line-----	1.00	19,982.69	19,982.69
				19,982.69
Pollocksville-----	Atlantic Coast Line -----	.49	25,296.61	12,395.34
				12,395.34
Princeton-----	North Carolina Railroad-----	.40	29,319.44	11,727.78
				11,727.78
Princeville-----	Atlantic Coast Line -----	.45	25,296.61	11,383.48
				11,383.48
Raleigh-----	North Carolina Railroad-----	1.00	29,319.44	29,319.44
	Seaboard Air Line-----	1.10	19,982.69	21,980.95
	Southern Railway (interest in Raleigh Union Station).			10,000.00
				61,300.39
Raeford-----	Aberdeen and Rockfish Railroad Co.-----	1.00	4,090.91	4,090.91
				4,090.91
Ramseur-----	Atlantic and Yadkin -----	.75	9,932.95	7,449.72
				7,449.72
Randleman-----	High Point, Randleman, Ashboro and Southern-----	.77	9,992.53	7,694.24
				7,694.24
Red Springs-----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
	Red Springs and Bowmore Railroad Co.-----	.50	1,236.84	612.42
				25,909.03
Reidsville-----	Southern Railway -----	1.14	24,721.25	28,182.22
				28,182.22
Rennert-----	Atlantic Coast Line -----	2.00	25,296.61	50,593.23
				50,593.23

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Robersonville-----	Atlantic Coast Line -----	.86	\$25,296.61	\$ 21,755.09
				21,755.09
Rockingham-----	Seaboard Air Line -----	.50	19,982.69	9,991.34
				9,991.34
Rocky Mount-----	Atlantic Coast Line -----	1.36	25,296.61	34,403.39
				34,403.39
Roseboro -----	Atlantic Coast Line -----	.50	25,296.61	12,648.30
				12,648.30
Rose Hill -----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
				25,296.61
Rowland-----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
				25,296.61
Roxboro -----	Norfolk and Western Railway Co.-----	.98	14,133.55	13,850.88
				13,850.88
Ruffin -----	Southern Railway -----	1.00	24,721.25	24,721.25
				24,721.25
Salem-----	Southern Railway -----	.37	24,721.25	9,146.86
				9,146.86
Salisbury-----	Southern Railway -----	1.27	24,721.25	31,395.98
	North Carolina Railroad-----	1.30	29,319.44	38,115.27
	Yadkin -----	.52	4,989.02	2,594.29
				72,105.54
Saluda-----	Asheville and Spartanburg-----	1.00	8,829.79	8,829.79
				8,829.79
Sanford -----	Atlantic and Yadkin -----	.56	9,932.95	5,562.45
	Atlantic Coast Line -----	.60	25,296.61	15,177.98
	Seaboard Air Line-----	1.00	19,982.69	19,982.69
				40,723.12
Scotland Neck-----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
				25,296.61
Seaboard -----	Seaboard Air Line-----	1.00	19,982.69	19,982.69
				19,982.69

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Selma -----	North Carolina Railroad -----	1.00	\$29,319.44	\$ 29,319.44
	Atlantic Coast Line -----	.95	25,296.61	24,031.78
				<u>53,351.22</u>
Sharpsburg -----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
				<u>25,296.61</u>
Shelby -----	South Carolina and Georgia -----	1.40	5,417.53	7,584.54
	Seaboard Air Line -----	1.10	19,982.69	21,980.95
				<u>29,565.49</u>
Siler City -----	Atlantic and Yadkin -----	1.06	9,932.95	10,528.92
				<u>10,528.92</u>
Smithfield -----	Atlantic Coast Line -----	.65	25,296.61	16,442.79
				<u>16,442.79</u>
Southern Pines -----	Seaboard Air Line -----	1.46	19,982.69	29,174.73
				<u>29,174.73</u>
Speed -----	Atlantic Coast Line -----	.64	25,296.61	16,189.84
				<u>16,189.84</u>
Springhope -----	Atlantic Coast Line -----	.67	25,296.61	16,948.73
				<u>16,948.73</u>
Star -----	Aberdeen and Ashboro Railroad Co. -----	1.00	4,066.79	4,066.79
				<u>4,066.79</u>
Stanly Creek -----	Seaboard Air Line -----	.50	19,982.69	9,991.34
				<u>9,991.34</u>
Staly -----	Atlantic and Yadkin -----	.87	9,932.95	8,641.66
				<u>8,641.66</u>
Statesville -----	Southern Railway -----	1.67	24,721.25	41,284.48
				<u>41,284.48</u>
Stoneville -----	Norfolk and Western Railway Co. -----	1.03	14,133.55	14,557.56
				<u>14,557.56</u>
Sylva -----	Southern Railway -----	1.50	24,721.25	37,081.88
				<u>37,081.88</u>

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Tarboro-----	Atlantic Coast Line -----	1.67	\$25,296.61	\$ 42,245.35
	East Carolina Railway Co.-----	.10	2,000.16	200.02
				<u>42,445.37</u>
Thomasville -----	North Carolina Railroad -----	2.25	29,319.44	65,968.74
				<u>65,968.74</u>
Taylorsville -----	Southern Railway -----	.42	24,721.25	10,382.92
				<u>10,382.92</u>
Trinity -----	High Point, Randleman, Ashboro and Southern	.76	9,992.53	7,594.32
				<u>7,594.32</u>
Troy-----	Aberdeen and Ashboro Railroad Co.-----	.25	4,066.79	1,016.69
				<u>1,016.69</u>
Tryon -----	Asheville and Spartanburg-----	1.00	8,829.79	8,829.79
				<u>8,829.79</u>
Union City -----	Atlantic Coast Line-----	1.05	25,296.61	26,561.44
				<u>26,561.44</u>
Vaughan -----	Seaboard Air Line-----	.85	19,982.69	16,985.29
				<u>16,985.29</u>
Victoria -----	Southern Railway -----	1.50	24,721.25	37,081.88
	Asheville and Spartanburg-----	.14	8,829.79	1,236.17
				<u>38,318.05</u>
Waco-----	Seaboard Air Line-----	1.00	19,982.69	19,982.69
				<u>19,982.69</u>
Wake Forest -----	Seaboard Air Line-----	1.00	19,982.69	19,982.69
				<u>19,982.69</u>
Wallace -----	Atlantic Coast Line-----	1.00	25,296.61	25,296.61
				<u>25,296.61</u>
Warsaw -----	Atlantic Coast Line-----	1.46	25,296.61	36,933.05
				<u>36,933.05</u>
Washington -----	Atlantic Coast Line-----	.97	25,296.61	24,537.71
	Washington and Plymouth Railroad Co.-----	.48	1,663.16	798.32
				<u>25,336.03</u>

## STATEMENT Y—Continued.

Town.	Name of Road or Other Company.	Distance.	Valuation Per Mile.	Total Assessed Value.
Waxhaw -----	Seaboard Air Line -----	.31	\$19,982.69	\$ 6,194.64
				6,194.64
Waynesville -----	Southern Railway -----	1.34	24,721.25	33,126.48
				33,126.48
Weldon -----	Atlantic Coast Line -----	1.20	25,296.61	30,355.93
	Seaboard Air Line -----	.72	19,982.69	14,387.54
				44,743.47
Whitakers -----	Atlantic Coast Line -----	1.00	25,296.61	25,296.61
				25,296.61
Whiteville -----	Atlantic Coast Line -----	1.06	25,296.61	26,814.41
				26,814.41
Williamston -----	Atlantic Coast Line -----	1.18	25,296.61	29,849.99
				29,849.99
Wilmington -----	Atlantic Coast Line -----	4.44	25,296.61	112,316.95
	Seaboard Air Line -----	1.00	19,982.69	19,982.69
				132,299.64
Windsor -----	Wellington and Powellsville -----	1.50	2,250.00	3,375.00
				3,375.00
Windfall -----	Norfolk and Southern Railroad Co. -----	.50	17,926.68	8,963.34
				8,963.34
Winston -----	Southern Railway -----	1.29	24,721.25	31,890.42
	North Carolina Midland -----	.94	9,946.22	9,349.45
	Norfolk and Western Railway Co. -----	1.17	14,133.55	16,536.25
				57,776.12
Wilson -----	Atlantic Coast Line -----	.81	25,296.61	20,490.25
				20,490.25
Woodside -----	Yadkin Railroad -----	.79	4,989.02	3,941.32
				3,941.32
Youngsville -----	Seaboard Air Line -----	.50	19,982.69	9,991.34
				9,991.34

COMPILATION FROM RAILROAD RETURNS FOR THE YEAR ENDING JUNE 30, 1903.

## Atlantic Coast Line Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board -----	H. Walters -----	New York, N. Y.
President -----	R. G. Erwin -----	New York, N. Y.
First Vice-President -----	Alexander Hamilton -----	Petersburg, Va.
Second Vice-President -----	C. S. Gadsden -----	Charleston, S. C.
Third Vice-President -----	T. M. Emerson -----	Wilmington, N. C.
Fourth Vice-President -----	J. R. Kenley -----	Wilmington, N. C.
Secretary -----	H. L. Borden -----	New York, N. Y.
Treasurer -----	Jas. F. Post -----	Wilmington, N. C.
General Solicitor or General Counsel -----	W. G. Elliott -----	Baltimore, Md.
Comptroller -----	H. C. Prince -----	Wilmington, N. C.
Auditor, Passenger Receipts -----	Geo. S. LeGrand -----	Wilmington, N. C.
Auditor, Freight Receipts -----	R. S. McIver -----	Wilmington, N. C.
Auditor, Disbursements -----	H. H. McKee -----	Wilmington, N. C.
General Manager -----	J. R. Kenley -----	Wilmington, N. C.
Assistant to General Manager -----	R. E. Smith -----	Wilmington, N. C.
Chief Engineer -----	E. B. Pleasants -----	Wilmington, N. C.
General Superintendent, First Division -----	W. N. Royall -----	Wilmington, N. C.
General Superintendent, Second Division -----	W. B. Denham -----	Savannah, Ga.
Asst. Gen. Superintendent, Second Division -----	J. F. Divine -----	Wilmington, N. C.
Supt. Motive Power, First Division -----	J. S. Chambers -----	Wilmington, N. C.
Supt. Motive Power, Second Division -----	W. H. Young -----	Savannah, Ga.
Superintendent of Telegraph -----	F. D. Cudlipp -----	Wilmington, N. C.
Purchasing Agent -----	F. H. Fechtig -----	Wilmington, N. C.
Traffic Manager -----	H. M. Emerson -----	Wilmington, N. C.
General Freight Agent -----	R. A. Brand -----	Wilmington, N. C.
General Freight Agent, Second Division -----	James Menzies -----	Savannah, Ga.
General Passenger Agent -----	W. J. Craig -----	Wilmington, N. C.
Assistant General Freight Agent -----	J. W. Perrin -----	Wilmington, N. C.

## DIRECTORS.

Michael Jenkins, Baltimore, Md.; Waldo Newcomer, Baltimore, Md.; Henry Walters, Baltimore, Md.; Warren Y. Elliott, Baltimore, Md.; Roat G. Erwin, Savannah, Ga.; J. H. Estell, Savannah, Ga.; Donald McRae, Wilmington, N. C.; Marton F. Plant, Groton, Conn.; Frederick W. Scott, Richmond, Va.; Daniel W. Lassiter, Petersburg, Va.; Edwin B. Borden, Goldsboro, N. C.; Henry B. Short, Lake Waccamaw, N. C.; James J. Lucas, Society Hill, S. C. Terms expire third Monday in November, 1903.

## PROPERTY OPERATED—State of North Carolina.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From—	To—		
Atlantic Coast Line Railroad Co.—Main Line.	Virginia State Line	Graysburg Jct.-----	6.88	595.34
	Weldon-----	South Rocky Mount----	37.90	
	South Rocky Mount	S. C. State Line-----	134.70	
	Contentnea-----	Wilmington-----	105.00	
	Navassa-----	S. C. State Line-----	63.22	
	Norfolk Jct.-----	Virginia State Line----	80.49	
	Yadkin-----	Sanford-----	116.40	
	Wadesboro-----	S. C. State Line-----	13.90	
	Parkton-----	S. C. State Line-----	34.57	
	Maxton Jct.-----	Maxton-----	.45	
	Wilmington-----	Hilton-----	1.83	
Branch Lines-----	Pender-----	Kinston-----	85.82	
	Tarboro Jct.-----	Wilmington Jct.-----	30.93	
	Wilmington Jct.----	Plymouth-----	22.40	
	Wilmington Jct.----	Wilmington-----	.39	
	Wilmington Jct.----	End of Track-----	.17	
	Parmele Jct.-----	Washington-----	25.39	
	Rocky Mount-----	Spring Hope-----	19.20	
	Goldsboro Jct.-----	Smithfield-----	21.50	
	Warsaw-----	Clinton-----	13.43	
	Wilmington Jct.----	New Bern Wharf-----	86.21	
	Wilmington, Castle Street.	Fernside-----	4.11	
	Elrod-----	S. C. State Line-----	46.38	
	Gibson-----	S. C. State Line-----	.37	
	Spurs-----	Factories, etc.-----		356.30
Leased Lines—				30.33
Wilmington Bridge-----	Hilton-----	Navassa-----	2.46	3.71
Con. Railways Light and Power Co.	Dummy Line-----	Wilmington-----	1.25	
Trackage rights—				
Seaboard Air Line-----	Graysburg Jct.-----	Weldon-----	2.39	2.39
Total-----				988.07

## PROPERTY OPERATED.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From—	To—		
Atlantic Coast Line Railroad Co.—Main Line.	Richmond -----	Port Tampa -----	893.42	
	Norfolk-----	South Rocky Mount ---	114.87	
	Wilson -----	Wilmington -----	105.00	
	Wilmington -----	Sanford -----	106.40	
	Wilmington -----	Pee Dee -----	94.72	
	Parkton -----	State Line-----	34.57	
	Maxton Jct. -----	Maxton -----	.45	
	Wadesboro -----	Florence -----	64.52	
	Florence-----	Robbins -----	137.50	
	Sumter -----	Columbia -----	42.70	
	Sumter -----	Bennettsville -----	62.95	
	Union Jct.-----	Southover Jct.-----	.83	
	Liberty St., Savh. --	Savannah Jct.-----	3.09	
	Jesup-----	Waycross -----	38.90	
	Waycross -----	Folkston-----	34.00	
	Brunswick -----	Albany -----	168.78	
	Waycross -----	Montgomery-----	314.31	
	Dupont Jct. -----	Archer -----	117.74	
	Jacksonville -----	Jacksonville Terminal Company's Line.	.70	
	Morriston -----	Lakeland -----	96.82	
	Palatka-----	Brooksville -----	145.00	
	Sanford -----	St Petersburg-----	163.33	
	Bartow-----	Punta Gorda-----	73.15	
				2,813.75
Branch Lines—				
James River-----			4.55	
Petersburg -----			6.51	
Western -----			3.15	
Pig Point -----	Bruce -----	Pig Point -----	5.48	
Bellville -----	Spur-----	Pig Point -----	1.05	
Beach Grove -----	Drivers -----	Beach Grove-----	1.55	
Armstead -----	S. & R. -----	Connection -----	1.13	
Kinston -----	Pender -----	Kinston -----	85.82	
Plymouth-----	Tarboro Jct.-----	Williamston Jct.-----	30.83	
	Williamston Jct.-----	Plymouth -----	22.40	
	Williamston Jct.-----	Williamston -----	.39	
	Williamston Jct.-----	End of Track-----	.17	

## PROPERTY OPERATED—Continued.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From—	To—		
Branch Lines—Continued.				
Washington -----	Parmele Jct. -----	Washington -----	25.39	
Nashville -----	Rocky Mount -----	Spring Hope -----	19.20	
Midland -----	Goldsboro Jct. -----	mithfield -----	21.50	
Clinton -----	Warsaw -----	Clinton -----	13.43	
New Bern -----	Wilmington Jct. -----	New Bern Wharf -----	86.21	
	Castle St., Wilming- ton. -----	Fernside -----	4.11	
Conway -----	Elrod -----	S. C. State Line -----	46.38	
Gibson -----	Gibson -----	S. C. State Line -----	.37	
Latta -----	Latta -----	Clio -----	19.78	
Conway -----	N. C. State Line -----	Conway -----	25.00	
Ashley River Railroad -----			4.50	
Walterboro -----	Green Pond -----	Earhardt -----	37.67	
Young's Island -----	Ravenel -----	Young's Island -----	5.70	
	Elltches' Spur -----		3.26	
	Hollywood Spur -----		7.63	
	Toogoodoo Spur -----		4.43	
St. Andrews -----			8.70	
Hartsville -----	Floyd -----	Hartsville -----	10.00	
Gibson -----	Bennettsville -----	N. C. State Line -----	10.45	
Bishopville -----	Elliott -----	Lucknow, -----	16.48	
Pregnalls -----	Creston -----	Pregnall -----	40.81	
Ferguson -----	Eautawville -----	Ferguson -----	6.15	
Albany -----	Thomasville -----	Albany -----	59.50	
Monticello -----	Thomasville -----	Florida State Line -----	12.21	
Chattahoochee -----	Climax -----	Florida State Line -----	26.31	
Doland -----	Doland Jct. -----	Doland -----	4.00	
Lake Charm -----	Sanford -----	Lake Charm -----	17.60	
Norcoossee -----	Kissimmee -----	Norcoossee -----	14.40	
Bartow -----	Bartow Jct. -----	Bartow -----	16.20	
Lakeland -----	Lakeland -----	Bartow -----	13.42	
Thornotosassa -----	Thornotosassa Jct. -----	Thornotosassa -----	13.33	
Florida Midland -----	Kissimmee -----	Apopka -----	34.00	
Monticello -----	Ga. State Line -----	Monticello -----	11.76	
Lake City -----	Lake City Jct. -----	Lake City -----	18.90	
Chattahoochee -----	Ga. State Line -----	Chattahoochee -----	2.52	

## PROPERTY OPERATED—Continued.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From—	To—		
Branch Lines—Continued.				
Gainesville -----	Ego Springs -----	Gainesville -----	23.60	
Ocala -----	Juliette -----	Ocala -----	20.36	
Enterprise -----	Enterprise -----	Enterprise Jct. -----	3.90	
Homosassa -----	Gulf Jct. -----	Homosassa -----	21.98	
Astor -----	Leesburg -----	Astor -----	37.94	
Lane Park -----	Port Mason -----	Lane Park -----	9.48	
Taveres -----	Sanford -----	Taveres -----	28.62	
Rochelle -----	Rochelle -----	Gainesville -----	9.37	
Micanopy -----	Micanopy Jct. -----	Tacoma -----	8.36	
Citra -----	Oaklawn -----	Citra -----	6.40	
Leesburg -----	Leesburg Jct. -----	Leesburg -----	1.33	
Yolaha -----	Okahumka -----	Yolaha -----	6.56	
Abbeville -----	Abbeville Jct. -----	Abbeville -----	26.90	
Elba -----	Elba Jct. -----	Elba -----	37.22	
Luverne -----	Sprague Jct. -----	Luverne -----	32.92	
	Spurs -----	Factories, Mills, etc. -----		1,100.29
				85.23
Leased Lines—				
South Carolina Pacific Railway.	Bennettsville -----	N. C. State Line -----	10.50	
Central Railroad of South Carolina.	Lanes -----	Sumter -----	40.20	
Consolidated Railways Light and Power Co.	Wilmington -----	Dummy Line -----	1.25	
Wilmington Bridge -----	Hilton -----	Navassa -----	2.46	
Winston and Bone Valley Railroad.	Winston -----	Tiger Bay -----	27.79	
				82.20
Trackage Rights—				
Seaboard Air Line -----	Garysburg Jct. -----	Weldon -----	2.39	
	Archer -----	Morrison -----	19.62	
Charleston and Western Carolina Railway.	Bobbins -----	Augusta -----	28.60	
Savannah Union Station Co.	Telfair Jct. -----	Union Station -----	3.71	
	Georgia Jct. -----	Division Line -----		
Belt Line Railway -----	Belt Line -----	Montgomery -----	1.00	
Jacksonville Terminal Co.	Jacksonville Terminal Line.	Union Station -----	1.89	
				57.41
Total -----				4,133.87

## CAPITAL STOCK.

Description.	Number of Shares Author- ized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Capital Stock—						
Common, authorized by charter-----	1,000,000	\$ 100.00	\$100,000,000.00	\$ 86,650,000.00	5 per cent.	\$ 1,620,000.00
Authorized by vote of stockholders, 381,500 shares.						
Preferred-----	17,700	100.00	1,770,000.00	1,744,100.00	5 per cent.	94,075.00
Total-----	1,117,700	100.00	101,770,000.00	88,394,100.00		1,714,075.00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Interest.			
	Date of Issue.	When Due.					Rate, Per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
A. C. L., first consolidated mortgage----	1902	1952	\$ 80,000,000	\$ 34,810,275	\$ 34,810,275	\$24,810,275.00	4	Mar. and Sept.	\$ 1,205,252.63	\$ 741,132.63
R. & P., first mortgage-----		1915	50,000	50,000	24,500	46,130.76	7	May and Nov.	1,715.00	1,715.00
R. & P., first mortgage-----	1875	1915	350,000	350,000	316,000	276,495.24	6	May and Nov.	18,960.00	18,960.00
R. & P., consolidated mortgage----	1890	1940	1,000,000	300,000	300,000	238,926.38	4	Apr. and Oct.	13,500.00	13,500.00
Pbg., Class "A" mortgage-----	1881	1926	1,000,000	868,000	868,000	868,000.00	5	Jan. and July	43,400.00	43,400.00
Pbg., Class "B" mortgage-----	1881	1926	1,000,000	800,000	800,000	800,000.00	6	Apr. and Oct.	48,000.00	48,000.00
N. & C., first mortgage-----	1889	1939	1,500,000	1,320,000	1,320,000	1,320,000.00	5	Apr. and Oct.	66,000.00	66,000.00
N. & C., second mortgage-----	1896	1946	500,000	400,000	400,000	380,000.00	5	Jan. and July	20,000.00	20,000.00
W. & W., general first mortgage----	1885	1935	3,062,000	3,062,000	3,062,000	3,062,000.00	5	Jan. and July	153,100.00	153,100.00
W. & W., general first mortgage----	1897	1935	938,000	938,000	938,000	938,000.00	4	Jan. and July	37,520.00	37,520.00
A. & R., first mortgage-----	1897	1944	500,000	500,000	500,000	500,000.00	4	Jan. and July	20,000.00	20,000.00
W. & N. B., first mortgage-----	1897	1947	500,000	500,000	500,000	500,000.00	4	Feb. and Aug.	20,000.00	20,000.00
W. & W., Yarkin Division, first mortgage.	1899	1949	1,800,000	1,800,000	1,800,000	1,800,000.00	4	June and Dec.	72,000.00	72,000.00
A. & L. of S. C., general first mortgage.	1898	1948	8,000,000	5,547,000	5,547,000	5,500,000.00	4	Jan. and July	221,880.00	221,880.00
N. E. R. R., first mortgage-----	1883	1933	694,000	694,000	657,000	694,000.00	6	Jan. and July	39,420.00	39,420.00
W. C. & A., first mortgage-----	1879	1910	1,600,000	1,600,000	1,600,000	1,600,000.00	6	June and Dec.	96,000.00	96,000.00
M. & A., first mortgage-----	1893	1943	1,108,000	1,108,000	9,000	1,108,000.00	5	Jan. and July	450.00	450.00
C. & D., first mortgage-----	1888	1938	400,000	366,000	5,000	386,000.00	5	Apr. and Oct.	250.00	250.00
S. F. & W., first mortgage-----	1884	1934	6,500,000	4,056,000	4,056,000	-----	6	Apr. and Oct.	243,360.00	243,360.00
S. F. & W., first mortgage-----	1884	1934	-----	2,444,000	2,444,000	-----	5	Apr. and Oct.	122,200.00	122,200.00

## FUNDED DEBT—Continued.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate, Per Cent.	When Payable.	Interest.	
	Date of Issue.	When Due.							Amount Accrued During Year.	Amount Paid During Year.
S. F. & W., St. Johns Branch Division, mortgage.	1899	1934	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	-----	4	Jan. and July	\$ 60,000.00	\$ 60,000.00
C. & S., first mortgage	1886	1933	1,500,000	1,500,000	1,500,000	-----	7	Jan. and July	105,000.00	105,000.00
B. & W., first mortgage	1884	1934	3,000,000	3,000,000	3,000,000	-----	4	Jan. and July	120,000.00	120,000.00
A. M., first mortgage	1888	1929	2,800,000	2,800,000	2,800,000	-----	5	May and Nov.	140,000.00	140,000.00
S. S. O. & G., first mortgage	1882	1918	3,000,000	1,112,000	1,067,000	-----	4	Jan. and July	43,480.00	43,480.00
Ashley River, first mortgage	1878	1915	40,000	33,500	33,500	-----	8	Jan. and July	2,680.00	2,680.00
F. S., first mortgage	1895	1945	4,241,000	4,241,000	2,437,000	-----	4	Jan. and July	133,560.00	133,560.00
S. & St. P., first mortgage	1894	1924	1,000,000	775,000	275,000	-----	4	Jan. and July	11,500.00	11,500.00
Total	-----	-----	127,583,000	76,474,775	72,569,275	-----	-----	-----	3,059,227.63	2,595,107.63
MISCELLANEOUS—										
L. & N. Collection Trust	1902	1952	35,000,000	35,000,000	35,000,000	-----	4	May and Nov.	1,049,833.33	816,550.00
CERTIFICATES OF INDEBTEDNESS—										
W. & W. R. R.	1887	-----	2,500,000	2,500,000	17,100	-----	7	Apr. and Oct.	122,288.65	122,288.65
A. C. L. R. R.—old	1900	-----	3,000,000	3,000,000	22,400	-----	4	Jan. and July	69,283.37	69,283.37
A. C. L. R. R.—new	1902	-----	25,000,000	21,382,300	21,382,300	-----	4	Apr. and Oct.	848,423.50	848,423.50
Total	-----	-----	65,500,000	61,882,300	56,421,800	-----	-----	-----	2,089,878.85	1,856,545.52
Total mortgage bonds	-----	-----	127,583,000	76,474,775	72,569,275	-----	-----	-----	3,059,227.63	2,595,107.63
Total miscellaneous obligations	-----	-----	65,500,000	61,882,300	56,421,800	-----	-----	-----	2,089,878.85	1,856,545.52
Grand total	-----	-----	193,083,000	138,357,075	128,991,075	-----	-----	-----	5,149,106.48	4,451,653.15

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds -----	\$76,474,775.00	\$72,569,275.00	\$ 3,059,227.63	\$ 2,595,107.63
Miscellaneous obligations -----	61,882,300.00	56,421,800.00	2,089,878.85	1,856,545.52
Total -----	138,357,075.00	128,991,075.00	5,149,106.48	4,451,653.15

## CURRENT ASSETS AND LIABILITIES.

CURRENT ASSETS.	
Cash -----	\$ 1,397,314.56
Bills receivable -----	34,077.54
Due from agents -----	522,659.15
Due from solvent companies and individuals -----	5,068,110.98
Other cash assets -----	885,765.19
Cash deposited to pay coupons -----	500,348.69
Total—Cash and current assets -----	8,408,276.11
CURRENT LIABILITIES.	
Audited vouchers and accounts -----	774,235.31
Wages and salaries -----	365,842.17
Net traffic balances due to other companies -----	113,847.17
Dividends not called for -----	926,879.25
Matured interest coupons unpaid -----	505,588.63
Miscellaneous -----	2,763,472.47
Total—Current liabilities -----	5,449,865.00
Balance—Cash assets -----	2,958,411.11
Total -----	8,408,276.11

## RECAPITULATION.

## A. FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment.		Amount Per Mile of Line.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock-----	\$38,394,100.00	\$38,394,100.00	\$-----	3,999.26	\$ 9,600.00
*Bonds-----	72,569,275.00	72,569,275.00	-----	3,999.26	18,146.00
Bonds—L. and N. Collateral Trust.	-----	-----	35,000,000.00	-----	-----
Total-----	110,963,375.00	110,963,375.00	35,000,000.00	3,999.26	27,746.00

\*Mortgage bonds, not including certificates of indebtedness, which are not bonds on L. and N. collateral bonds which have no lien on railroad.

## B. FOR MILEAGE OPERATED.

Name of Road.	Capital Stock.	Funded Debt.	Total.	Amount Per Mile of Line.	
				Miles.	Amount.
Atlantic Coast Line Railroad Co.	\$38,394,100.00	\$72,569,275.00	\$110,963,375.00	3,999.26	\$ 27,746.00
Central Railway Co. of S. C.	170,000.00	300,000.00	470,000.00	40.20	11,691.00
South Carolina Pacific Railway Co.	100,000.00	104,600.00	204,600.00	10.50	19,486.00
Winston and Bone Valley Railroad.	30,000.00	-----	30,000.00	27.79	1,080.00
Wilmington Bridge-----	-----	-----	-----	2.46	-----
Dummy Line, Wilmington--	-----	-----	-----	1.25	-----
Grand total-----	*38,694,100.00	*72,973,875.00	*111,667,975.00	4,081.46	*27,360.00

\*Exclusive of Wilmington Bridge and Dummy Line, Wilmington.

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.
<b>CONSTRUCTION—</b>		
Engineering-----	\$ 880,200.80	\$ 1,875,894.03
Right-of-way and station grounds-----	3,710,092.64	7,905,735.22
Real estate-----	1,221,330.29	2,601,307.60
Grading-----	16,681,173.80	35,556,711.56
Property acquired from F. and W. Railway-----	7,259,800.00	-----
Bridges, trestles, and culverts-----	6,773,764.27	14,433,184.67
Ties-----	2,121,250.00	4,520,471.91
Rails-----	8,749,485.72	18,643,128.67
Track fastenings-----	1,232,275.00	2,625,488.05
Frogs and switches-----	351,000.00	748,321.36
Ballast-----	2,214,800.00	4,719,006.15
Track laying and surfacing-----	802,400.00	1,709,176.18
Fencing right-of-way-----	203,500.00	630,236.27
Crossings, cattle guards, and signs-----	55,000.00	117,084.30
Interlocking or signal apparatus-----	-----	15,000.00
Station buildings and fixtures-----	1,826,682.38	3,891,780.15
Shops, roundhouses, and turntables-----	1,718,300.77	3,661,429.53
Shop machinery and tools-----	302,000.00	642,690.97
Water stations-----	254,000.00	540,878.54
Fuel stations-----	110,000.00	234,168.59
Grain elevators-----	66,000.00	66,000.00
Docks and wharves-----	619,478.73	1,319,743.63
Electric light plants-----	99,000.00	15,000.00
Miscellaneous structures-----	3,645,578.03	7,767,015.79
Legal expenses-----	220,000.00	468,337.18
Interest and discount-----	198,000.00	421,248.93
General expenses-----	815,056.71	1,737,174.59
Total construction-----	62,130,169.14	116,866,213.87
<b>EQUIPMENT—</b>		
Locomotives-----	1,728,000.00	3,681,792.02
Passenger cars-----	440,000.00	937,947.02
Baggage, express and postal cars-----	126,000.00	268,530.29
Combination cars-----	132,000.00	281,256.85

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS—Continued.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.
EQUIPMENT—Continued.		
Freight cars-----	\$ 2,293,950.00	\$ 4,878,642.26
Other cars of all classes-----	139,200.00	296,528.70
Floating equipment-----		45,000.00
Total equipment-----	4,859,150.00	10,389,697.14
Total construction-----	62,130,169.14	116,866,213.87
Grand total—cost construction, equipment, etc.-----	66,989,319.14	127,255,911.01

## INCOME ACCOUNT.

Gross earnings from operation-----	\$19,676,746.27	
Less operating expenses-----	11,889,596.99	
Income from operation-----		\$ 7,787,149.28
Dividends on stocks owned-----	769,548.00	
Interest on bonds owned-----	76,746.68	
Miscellaneous income, less expenses-----	306,657.66	
Income from other sources-----		1,152,952.34
Total income-----		8,940,101.62
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued-----	5,149,106.48	
Interest on interest-bearing current liabilities accrued, not otherwise provided for-----	15,600.00	
Rents paid for lease of road-----	43,276.00	
Taxes-----	702,000.00	
Other deductions-----	22,060.60	
Total deductions from income-----		5,932,043.08
Net income-----		3,008,058.54
Dividends, 5 per cent., common stock-----	1,620,000.00	
Dividends, 5 per cent., preferred stock-----	94,075.00	
Total-----		1,714,075.00
Surplus from operations of year ending June 30, 1903-----		1,293,983.54
Surplus on June 30, 1902 (from "General Balance Sheet," 1902 Report).-----	3,130,929.25	
Corrections of value of property acquired with other roads-----	9,619,156.99	
Total-----		12,750,086.24
Deductions for year-----		14,044,069.78
Surplus on June 30, 1903 (for entry on "General Balance Sheet")-----		2,579,092.37
		11,464,977.41

## ADDITIONS TO PROFIT AND LOSS ACCOUNT FOR YEAR ENDING JUNE 30, 1903.

ADDITIONS—		
Profit on sale of Tifton and Moultrie Railroad -----	\$ 10,702.50	
Premium on sundry stocks and bonds sold -----	101,831.73	
Premium on 85,000 shares common stock sold -----	2,123,852.62	
Refund by United States Government of erroneous deduction made during Spanish war on account of M. & O. Land Grant.	4,748.10	
Southern Express reports, collected since July 1, 1902, appli- cable to prior period.	79,833.82	
Exchange of F. S. R. R. and S. & St. P. R. R. bonds -----	242,688.83	
Sundry accounts closed out -----	7,417.93	
		\$ 2,571,075.53
DEDUCTIONS—		
Interest on bonds charged since July 1, 1902, applicable to prior period.	47,716.66	
Consolidation expenses -----	54,161.57	
Belt Line Railway, 50 per cent. of old bills charged off -----	11,338.03	
Property owned jointly with L. and N. Railroad Co. -----	1,622.33	
Reductions in book value of L. and N. Railroad Co. stock -----	5,000,000.00	
Other accounts charged off -----	35,329.31	
		5,150,167.90
NET DEDUCTION -----		2,579,092.37

## EARNINGS FROM OPERATION—State of North Carolina.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER—			
Passenger revenue-----	\$ 1,000,851.45		
Total deductions-----		\$ 10,582.48	
Total passenger revenue-----			\$ 990,268.97
Mail-----			147,553.68
Express-----			129,790.78
Extra baggage and storage-----			9,454.72
Total passenger earnings-----			1,277,068.15
FREIGHT—			
Freight revenue-----	3,491,388.93		
Less repayments—			
Overcharge to shippers-----		51,604.66	
Total deductions-----		51,604.66	
Total freight revenue-----			3,439,784.27
Total freight earnings-----			3,439,784.27
Total passenger and freight earnings-----			4,716,852.42
OTHER EARNINGS FROM OPERATION—			
Telegraph companies-----			3,059.12
Rents from tracks, yards and terminals-----			32,673.09
Other sources-----			115,372.86
Total other earnings-----			151,105.07
Total gross earnings from operation—N. C.-----			4,867,957.49
Total gross earnings from operation—entire line-----			19,676,746.27

## STOCKS OWNED.

## A. RAILWAY STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Louisville and Nashville Railroad Co.--	\$30,600,000.00	5 per cent.--	\$ 765,000.00	\$ 45,554,220.58
Columbia, Newberry and Laurens Railroad.	10,000.00	-----	-----	10,000.00
East Carolina Railway Co.-----	11,832.00	-----	-----	11,832.00
Total-----	30,621,832.00	-----	765,000.00	45,576,052.58

## STOCKS OWNED—Continued.

## B. OTHER STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Atlantic Coast Line Terminal Co., Augusta.	\$ 36,076.40	-----	-----	\$ 36,076.40
Chesapeake Steamship Co. -----	100,000.00	-----	\$ 4,548.00	100,000.00
Atlantic Compress Co. -----	12,500.00	-----	-----	12,500.00
Charleston Union Station and Rail- road Co. -----	5,000.00	-----	-----	5,000.00
Total -----	153,576.40	-----	4,548.00	153,576.40
Grand total—A and B -----	30,775,408.40	-----	769,548.00	45,729,628.98

## BONDS OWNED.

## A. RAILWAY BONDS.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
A. C. L., first consolidated mortgage, 4 per cent. -----	\$ 2,244,975.00	4 per cent.---	\$ 56,026.68	\$ 2,244,975.00
A. C. L. R. R. Co. of South Carolina, deposited with Farmers Loan and Trust Co. to secure lease of Georgia Railroad -----	500,000.00	4 per cent.---	20,000.00	500,000.00
Total -----	2,744,975.00	-----	76,026.68	2,744,975.00

## B. OTHER BONDS.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
South Carolina State deposit to secure lease of Central of South Carolina Railroad -----	\$ 16,000.00	4½ per cent.	\$ 720.00	\$ 16,000.00
Total -----	16,000.00	-----	720.00	16,000.00
Grand total, A and B -----	2,760,975.00	-----	76,746.68	2,760,975.00

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks -----	Selma to Pinner's Point --	Southern Railway -----	\$60,885.19	
	Hardville to Savannah ---	Southern Railway -----	4,658.72	
	Savannah to Jacksonville-	Southern Railway -----	45,253.29	
	Richmond to Belle Isle Junction.	Southern Railway -----	556.64	
Total -----				\$111,353.84
Terminals -----	Palatka -----	G. S. & F. Railway -----	660.00	
	Palatka -----	F. E. C. Railway -----	1,852.44	
	Chattahooche -----	L. & N. Railroad -----	2,235.24	
	Chattahooche -----	S. A. L. Railway -----	2,322.00	
	Montgomery -----	M. & O. Railroad -----	3,538.20	
	Tifton -----	T. & M. Railroad -----	707.20	
	Waycross -----	A. & B. Railroad -----	450.00	
	Columbia -----	C. N. & L. Railroad ---	5,657.28	
	Jacksonville -----	F. E. C. Railway -----	4,583.34	
Total -----				22,005.70
Grand total rents received.				133,359.54

## MISCELLANEOUS INCOME.

Item.	Net Miscellaneous Income.
Interest -----	\$ 179,693.23
Rents, etc. -----	76,886.64
Rents of rail -----	48,697.27
Hotel receipts -----	1,380.52
Total -----	306,657.66

## OPERATING EXPENSES.

Item.	Amount.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>	
Repairs of roadway-----	\$ 1,331,203.95
Renewals of rails-----	234,683.96
Renewals of ties-----	493,138.16
Repairs and renewals of bridges and culverts-----	382,980.54
Repairs and renewals of fences, road crossings, signs and cattle guards-----	66,695.07
Repairs and renewals of buildings and fixtures-----	438,291.26
Repairs and renewals of docks and wharves-----	26,784.36
Repairs and renewals of telegraph-----	8,744.30
Stationery and printing-----	6,273.00
Other expenses-----	835.30
Total-----	2,989,629.90
<b>MAINTENANCE OF EQUIPMENT—</b>	
Superintendence-----	88,435.28
Repairs and renewals of locomotives-----	739,255.34
Repairs and renewals of passenger cars-----	328,006.49
Repairs and renewals of freight cars-----	849,443.69
Repairs and renewals of work cars-----	23,258.50
Repairs and renewals of marine equipment-----	7,610.25
Repairs and renewals of shop machinery and tools-----	71,194.52
Stationery and printing-----	7,072.99
Other expenses-----	39,032.54
Total-----	2,153,309.60
<b>CONDUCTING TRANSPORTATION—</b>	
Superintendence-----	246,142.59
Engine and roundhouse men-----	998,955.30
Fuel for locomotives-----	1,531,060.74
Water supply for locomotives-----	68,824.69
Oil, tallow and waste for locomotives-----	51,388.53
Other supplies for locomotives-----	10,062.22
Train service-----	577,632.39
Train supplies and expenses-----	173,747.63
Switchmen, flagmen and watchmen-----	290,125.20
Telegraph expenses-----	269,472.54
Station service-----	818,879.31
Station supplies-----	62,366.30
Car mileage, balance-----	27,133.89
Hire of equipment, balance-----	31,963.66
Total carried forward-----	5,157,754.99

## OPERATING EXPENSES—Continued.

Item.	Amount.
CONDUCTING TRANSPORTATION—Continued.	
Total brought forward-----	\$ 5,157,754.99
Loss and damage-----	299,290.53
Injuries to persons-----	130,626.26
Clearing wrecks-----	16,763.43
Operating marine equipment-----	18,241.13
Advertising-----	46,110.85
Outside agencies-----	217,898.94
Commissions-----	16.31
Stock yards and elevators-----	624.66
Rents for tracks, yards and terminals-----	129,509.80
Rents of buildings and other property-----	9,575.75
Stationery and printing-----	123,738.58
Other expenses-----	3,831.72
Relief department-----	25,371.12
Total-----	6,179,359.07
GENERAL EXPENSES—	
Salaries of general officers-----	97,283.29
Salaries of clerks and attendants-----	141,530.41
General office expenses and supplies-----	34,132.14
Insurance-----	93,130.57
Law expenses-----	103,549.74
Stationery and Printing (general offices)-----	24,973.63
Other expenses-----	72,698.64
Total-----	567,298.42
RECAPITULATION OF EXPENSES—	
Maintenance of way and structures-----	2,989,629.90
Maintenance of equipment-----	2,153,309.60
Conducting transportation-----	6,179,359.07
General expenses-----	567,298.42
Grand total-----	11,889,596.99
OPERATING EXPENSES—STATE OF NORTH CAROLINA—	
Maintenance of way and structures-----	735,448.96
Maintenance of equipment-----	529,714.16
Conducting transportation-----	1,520,122.33
General expenses-----	139,555.41
Total-----	2,924,840.86
Percentage of expenses to earnings—North Carolina-----	60.08

## RENTALS PAID.

## A. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Cash.	Total.
Central Railroad of South Carolina-----	\$31,000.00	\$ 31,000.00
South Carolina Pacific Railway-----	6,276.00	6,276.00
Winston and Bone Valley Railroad-----	6,000.00	6,000.00
Total rents -----	43,276.00	43,276.00

## B. RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks -----	Wilmington -----	Consolidated Railway Light and Power Co.	\$ 3,000.00	
	Garysburg to Weldon -----	S. A. L. Railway -----	6,101.42	
	Archer Branch -----	S. A. L. Railway -----	6,601.02	
	Robbins to Augusta -----	Cost C. Railway -----	11,230.23	
	Yennassee to Robbins -----	Cost C. Railway -----	146.85	
	Sundry others -----	-----	388.90	
Total -----	-----	-----	-----	\$ 27,468.42
Yards -----	Wilmington -----	The Worth Co. -----	100.00	100.00
Total -----	-----	-----	-----	
Terminals -----	Augusta -----	C. & W. C. Railway -----	1,182.69	
	Columbia -----	Union Station Co. -----	1,180.63	
	Montgomery -----	Union Station Co. -----	3,609.60	
	Savannah -----	Union Station Co. -----	38,477.78	
	Jacksonville -----	Jacksonville Ter. Co. --	41,191.31	
	Montgomery -----	Belt Line Railway -----	15,531.12	
	Sundry others -----	-----	768.25	
Total -----	-----	-----	-----	101,941.38

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.	ASSETS.	Year Ending June 30, 1903.		
		Total.	Increase.	Decrease.
\$ 66,989,319.14	Cost of equipment -----	\$127,255,911.01	\$60,266,591.87	-----
219,417.74	Stocks owned-----	45,729,628.98	45,510,211.24	-----
516,000.00	Bonds owned -----	2,760,975.00	2,244,975.00	-----
4,653,951.61	Cash and current assets-----	8,408,276.11	3,754,324.50	-----
	OTHER ASSETS--			
	Materials and supplies-----	708,725.15	708,725.15	-----
	Sundries-----	306,394.48	306,394.48	-----
72,378,688.49	Grand total-----	185,169,910.73	112,791,222.24	-----
	LIABILITIES.			
42,000,000.00	Capital stock -----	38,394,100.00		3,605,900.00
24,526,500.00	Funded debt-----	72,569,275.00	48,042,775.00	-----
	L. & N. collateral trust-----	35,000,000.00	35,000,000.00	-----
	Certificates of indebtedness -----	21,421,800.00	21,421,800.00	-----
2,721,259.24	Current liabilities -----	5,449,865.00	2,728,605.76	-----
	Accrued interest on funded debt not yet payable.	869,893.32	869,893.32	-----
3,130,929.25	Profit and loss-----	11,464,977.41	8,334,048.16	-----
72,378,688.49	Grand total-----	185,169,910.73	112,791,222.24	-----

## EMPLOYEES AND SALARIES—State of North Carolina.

Class.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General officers-----	28	10,220	\$ 109,813.68	\$ 10.75
Other officers-----	141	51,465	265,195.08	5.15
General office clerks-----	437	159,505	269,478.72	1.69
Station agents-----	169	61,685	92,344.61	1.50
Other station men-----	901	297,330	154,367.96	.52
Enginemen-----	143	47,190	183,907.69	3.89
Firemen-----	169	55,770	73,260.98	1.31
Conductors-----	94	31,020	87,207.16	2.81
Other trainmen-----	301	99,330	84,605.78	.85
Machinists-----	49	15,288	38,858.54	2.55
Carpenters-----	105	32,760	45,345.10	1.44
Other shopmen-----	474	147,888	202,211.93	1.36
Section foremen-----	132	48,180	68,821.62	1.43
Other trackmen-----	780	243,360	131,352.39	.53
Switchmen, flagmen and watchmen-----	218	71,940	79,415.13	1.10
Telegraph operators and dispatchers-----	97	35,405	47,102.23	1.33
All other employees and laborers-----	541	168,792	144,247.42	.85
Total (including "General Officers") N. C.----	4,779	1,577,128	2,077,536.02	1.32
Less "General Officers"-----	28	10,220	109,813.68	10.75
Total (excluding "General Officers") N. C.----	4,751	1,566,908	1,967,722.34	1.26
DISTRIBUTION OF ABOVE—				
General administration-----	606	221,190	644,487.48	2.91
Maintenance of way and structures-----	912	291,540	200,174.01	.69
Maintenance of equipment-----	628	195,936	286,415.57	1.46
Conducting transportation-----	2,633	868,462	946,458.96	1.09
Total (including "General Officers") N. C.----	4,779	1,577,128	2,077,536.02	1.32
Less "General Officers"-----	28	10,220	109,813.68	10.75
Total (excluding "General Officers") N. C.----	4,751	1,566,908	1,967,722.34	1.26
Total (including "General Officers") entire line.	17,532	5,721,338	6,462,200.64	1.13

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Number Passengers, Tonnage, Car Mileage, Number Cars, etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue ----	1,096,851	-----	-----	-----
Number of passengers carried one mile-----	40,288.108	-----	-----	-----
Number of passengers carried one mile per mile of road.	40.774	-----	-----	-----
Average distance carried—miles -----	3,673	-----	-----	-----
Total passenger revenue -----		990,268	97	-----
Average amount received from each passenger ----		-----	90	201
Average receipts per passenger per mile-----		-----	02	458
Total passenger earnings-----		1,277,068	15	-----
Passenger earnings per mile of road -----		1,292	48	-----
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue--	2,530,412	-----	-----	-----
Number of tons carried one mile-----	261,046.370	-----	-----	-----
Number of tons carried one mile per mile of road---	264,198	-----	-----	-----
Average distance haul of one ton—miles -----	103.16	-----	-----	-----
Total freight revenue-----		3,439,784	27	-----
Average amount received for each ton of freight----		1	35	938
Average receipts per ton per mile-----		-----	01	318
Total freight earnings-----		3,439,784	27	-----
Freight earnings per mile of road-----		3,481	26	-----
TOTAL TRAFFIC—				
Gross earnings from operation -----		4,867,957	49	-----
Gross earnings from operation per mile of road-----		4,926	73	-----
Operating expenses -----		2,924,840	86	-----
Operating expenses per mile of road -----		2,960	15	-----
Income from operation -----		1,943,116	63	-----
Income from operation per mile of road-----		1,966	58	-----

## TRAFFIC AND MILEAGE STATISTICS—Entire Line.

Item.	Column for Number Passengers, Tonnage, Car Mileage, Number Cars, etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TARIFF—				
Number of passengers carried earning revenue-----	3,728,033			
Number of passengers carried one mile-----	157,075,477			
Number of passengers carried one mile per mile of road.	37,951			
Average distance carried—miles-----	42.13			
Total passenger revenue-----		3,853,186	64	
Average amount received from each passenger-----		1	03	357
Average receipts per passenger per mile-----			02	453
Total passenger earnings-----		5,020,055	11	
Passenger earnings per mile of road-----		1,212	92	
Passenger earnings per train mile-----			86	880
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue-----	7,674,271			
Number of tons carried one mile-----	1,068,277,144			
Number of tons carried one mile per mile of road---	258,108			
Average distance haul of one ton—miles-----	139.20			
Total freight revenue-----		14,039,935	79	
Average amount received for each ton of freight-----		1	82	948
Average receipts per ton per mile-----			.01	314
Total freight earnings-----		14,039,935	79	
Freight earnings per mile of road-----		3,392	21	
Freight earnings per train mile-----		2	10	
TOTAL TRAFFIC—				
Gross earnings from operation-----		19,676,746	27	
Gross earnings from operation per mile of road-----		4,754	13	
Gross earnings from operation per train mile-----		1	68	414
Operating expenses-----		11,889,596	99	
Operating expenses per mile of road-----		2,872	66	
Operating expenses per train mile-----		1	01	763
Income from operation-----		7,787,149	28	
Income from operation per mile of road-----		1,881	46	

## FREIGHT TRAFFIC MOVEMENT—State of North Carolina.

## COMPANY'S MATERIAL EXCLUDED.

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
<b>PRODUCTS OF AGRICULTURE—</b>				
Grain-----	14,157	48,907	63,064	2.49
Flour-----	12,360	36,752	49,112	1.94
Other mill products-----	15,633	25,878	41,511	1.64
Hay-----	3,550	14,206	17,756	0.70
Tobacco-----	34,430	12,699	47,129	1.86
Cotton-----	40,809	66,170	106,979	4.23
Fruit and vegetables-----	45,590	113,659	159,249	6.29
<b>PRODUCTS OF ANIMALS—</b>				
Live stock-----	1,769	5,528	7,297	0.29
Dressed meats-----	17	75	92	-----
Other packing-house products-----	3,264	23,447	26,711	1.06
Poultry, game and fish-----	3,411	1,426	4,837	0.19
Wool-----	33	80	113	-----
Hides and leather-----	501	1,360	1,861	0.07
<b>PRODUCTS OF MINES—</b>				
Anthracite coal-----	6	21	27	-----
Bituminous coal-----	1,086	99,630	100,716	3.98
Coke-----	-----	27	27	-----
Ores-----	-----	1	1	-----
Stone, sand and other like articles-----	12,073	8,904	20,977	0.83
Phosphate rock-----	569	40,391	40,960	1.62
<b>PRODUCTS OF FOREST—</b>				
Lumber-----	396,744	204,019	600,763	23.74
Wood-----	114,863	1,265	116,128	4.59
Logs-----	332,587	16,456	349,053	13.80
<b>MANUFACTURES—</b>				
Petroleum and other oils-----	20,138	17,291	37,429	1.48
Sugar-----	2,110	3,633	5,743	0.22
Naval stores-----	16,318	4,307	20,625	0.82
Iron, pig and bloom-----	70	3,912	3,982	0.16
Iron and steel rails-----	1,280	16,071	17,351	0.69
Other castings and machinery-----	2,352	23,654	26,006	1.03
Bar and sheet metal-----	2,615	11,916	14,531	0.57

## FREIGHT TRAFFIC MOVEMENT—Continued.

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
MANUFACTURES—Continued.	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Cement, brick and lime-----	34,074	22,849	56,923	2.25
Agricultural implements-----	170	704	874	0.03
Wagons, carriages, tools, etc.-----	983	2,615	3,598	0.14
Wines, liquors and beers-----	1,527	5,436	6,963	0.27
Household goods and furniture-----	4,997	4,069	9,066	0.36
Cross ties-----	9,899	601	10,500	0.42
MERCHANDISE-----	48,442	127,795	176,237	6.97
FERTILIZERS-----	115,372	101,190	216,562	8.56
MISCELLANEOUS—				
Other commodities not mentioned above--	121,389	48,280	169,669	6.71
Total tonnage—North Carolina-----	1,415,188	1,115,224	2,530,412	100.00
Total tonnage—entire line-----	5,834,217	1,840,054	7,674,271	100.00

## DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted With Train Brake.		Equipment Fitted With Automatic Coupler.	
			Number.	Name.	Number.	Name.
CARS IN PASSENGER SERVICE--						
First-class cars-----	2	169	169	Westinghouse-----	169	Janney and Standard-----
Second-class cars-----	3	77	77	do-----	77	do-----
Combination cars-----		104	104	do-----	104	do-----
Parlor cars-----		3	3	do-----	3	do-----
Baggage, express and postal cars-----	1	137	137	do-----	137	do-----
Total -----	6	490	490		490	
IN FREIGHT SERVICE--						
Box cars-----	559	9,289	8,424	do-----	9,262	Various-----
Flat cars-----	212	3,424	2,858	do-----	3,419	do-----
Stock cars-----		144	124	do-----	144	do-----
Coal cars-----	5	31	31	do-----	31	do-----
Refrigerator cars-----		5	5	do-----	5	do-----
Other cars in freight service-----	125	139	139	do-----	139	do-----
Log cars-----	15	575		do-----		do-----
Total -----	916	13,607	11,581		13,000	

## DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted With Train Brake.		Equipment Fitted With Automatic Coupler.	
			Number.	Name.	Number.	Name.
IN COMPANY'S SERVICE—						
Officers' and pay cars	1	15	15	Westinghouse	15	Janney and Standard.
Gravel cars	41	220	136	do	220	Various
Derrick and wrecking cars	1	84	48	do	82	do
Caboose and shanty cars	8	449	200	do	449	do
Other road trash cars	1	8		do	8	do
Total	48	776	399		774	
Total cars in service	958	14,873	12,470		14,264	
Total cars owned		14,873	12,470		14,264	

## MILEAGE.

## MILEAGE OF LINE OPERATED BY STATES (SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Line Operated Under Lease.	Line Operated Under Trackage Rights.	Total Mileage Operated.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Virginia -----	107.80	25.56	-----	-----	133.36	.15	133.21
North Carolina -----	595.34	386.63	3.71	2.39	988.07	45.24	940.44
South Carolina -----	552.27	233.69	50.70	25.00	861.66	13.63	823.03
Georgia -----	570.89	107.34	-----	7.51	685.74	-----	678.23
Florida -----	845.33	332.53	27.79	21.51	1,227.16	.19	1,205.46
Alabama -----	142.12	99.76	-----	1.00	242.88	-----	241.88
Total mileage operated--	2,813.75	1,185.51	82.20	57.41	4,138.87	59.21	4,022.25

## MILEAGE OF LINE OWNED BY STATES (SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Total Mileage Owned.	Rails.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Virginia -----	107.80	25.56	133.36	.15	133.21
North Carolina -----	595.34	386.63	981.97	45.24	936.73
South Carolina -----	552.27	233.69	785.96	13.63	772.33
Georgia -----	570.89	107.34	678.23	-----	678.23
Florida -----	845.33	332.53	1,177.86	-----	1,177.86
Alabama -----	142.12	99.76	241.88	-----	241.88
Total mileage owned-----	2,813.75	1,185.51	3,999.26	59.02	3,940.24

## TAXES AND ASSESSMENTS OF ALL KINDS.

FOR REPORTING COMPANIES OWNED AND PROPRIETARY LINES.

State or Territory.	Ad Valorem Tax on the Value of Real and Personal Property.	Total.
Virginia -----	\$ 22,815.00	\$ 22,815.00
North Carolina -----	168,901.20	168,901.20
South Carolina -----	138,083.40	138,083.40
Georgia -----	118,708.20	118,708.20
Florida -----	210,880.80	210,880.80
Alabama -----	42,611.40	42,611.40
Total -----	702,000.00	702,000.00

## Seaboard Air Line Railway.

### OFFICERS.

Title.	Name.	Location of Office.
President -----	John Skelton Williams -----	Richmond, Va.
First Vice-President -----	James M. Barr -----	Portsmouth, Va.
Third Vice-President -----	J. Wm. Middendorf -----	Baltimore, Md.
Secretary -----	D. C. Porteous -----	New York, N. Y.
Treasurer -----	J. H. Sharp -----	Portsmouth, Va.
General Counsel -----	Leigh R. Watts -----	Portsmouth, Va.
Comptroller -----	T. W. Roby -----	Portsmouth, Va.
General Manager -----	James M. Barr -----	Portsmouth, Va.
Chief Engineer -----	W. W. Gwathney -----	Portsmouth, Va.
General Superintendent -----	F. K. Huger -----	Portsmouth, Va.
First Division Superintendent -----	Chas. H. Hix -----	Richmond, Va.
Second Division Superintendent -----	A. W. Towsley -----	Raleigh, N. C.
Third Division Superintendent -----	E. Berkeley -----	Atlanta, Ga.
Fourth Division Superintendent -----	Walter Hale -----	Savannah, Ga.
Fifth Division Superintendent -----	W. R. Hudson -----	Jacksonville, Fla.
Sixth Division Superintendent -----	A. P. Connelly -----	Jacksonville, Fla.
Superintendent of Telegraph -----	W. F. Williams -----	Portsmouth, Va.
Traffic Manager -----	E. F. Cost -----	Portsmouth, Va.
General Freight Agent -----	Chas. R. Capps -----	Portsmouth, Va.
Assistant General Freight Agent -----	R. J. Cheatham -----	Atlanta, Ga.
Assistant General Freight Agent -----	E. D. Kyle -----	Jacksonville, Fla.
Assistant General Freight Agent -----	L. E. Chalenor -----	Savannah, Ga.
Assistant General Freight Agent -----	A. Pope -----	Portsmouth, Va.
General Passenger Agent -----	C. B. Ryan -----	Portsmouth, Va.
Assistant General Passenger Agent -----	C. F. Stewart -----	Savannah, Ga.
Assistant General Passenger Agent -----	A. O. MacDonell -----	Jacksonville, Fla.
Assistant General Passenger Agent -----	H. E. Christian -----	Atlanta, Ga.

### DIRECTORS.

John Skelton Williams, Richmond, Va.; James H. Dooley, Richmond, Va.; E. B. Addison, Richmond, Va.; James M. Barr, Portsmouth, Va.; J. Wm. Middendorf, Baltimore, Md.; S. Davis Warfield, Baltimore, Md.; Robt. C. Davidson, Baltimore, Md.; Wm. A. Marbury, Baltimore, Md.; C. Sidney Shepard, New Haven, Oswego Co., N. Y.; F. R. Pemberton, New York City, N. Y.; G. W. Watts, Durham, N. C.; Ernest Thalralmann, New York City, N. Y.; W. W. Mackall, Savannah, Ga. Terms expire second Thursday in November, 1903, or until their successors are elected and qualified.

## PROPERTY OPERATED—State of North Carolina.

1. Railroad line represented by capital stock:
  - A. Main line.
  - B. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From—	To—		
1 A.—Seaboard Air Line Railway.	Virginia State Line	Weldon -----	18.40	
	Virginia State Line	Lewiston -----	32.30	
	Virginia State Line	Norlina -----	7.50	
	Weldon -----	Raleigh -----	96.20	
	Raleigh -----	Hamlet -----	96.60	
	Wilmington -----	Rutherfordton -----	264.63	
	Monroe -----	S. C. State Line -----	14.30	
	Hamlet -----	S. C. State Line -----	7.00	
	Henderson -----	Durham -----	41.40	
	Franklinton -----	Louisburg -----	10.00	
	Moncure -----	Pittsboro -----	11.20	
	Ellenboro -----	Caroleen -----	4.70	
	Mill Jct. -----	Henrietta Mills -----	1.70	
	Hamlet -----	Gibson -----	10.13	
	Dickerson -----	Oxford -----	4.51	
				620.57
1 B.—Seaboard Air Line Railway.	Roanoke Jct. -----	Roanoke Rapids -----		2.54
3.—Wilmington Railway and Bridge Co.	Hilton -----	Navassa -----		2.40
Total -----				625.51

## PROPERTY OPERATED.

1 A.—Seaboard Air Line Railway.	Hermitage -----	Norlina -----	102.10
	Portsmouth -----	Weldon -----	78.60
	Weldon -----	Raleigh -----	96.20
	Raleigh -----	Hamlet -----	96.60
	Wilmington -----	Rutherfordton -----	264.63
	Monroe -----	Belt Jct. -----	261.10
	Belt Jct. -----	Howell -----	8.10
	Hamlet -----	Cheraw -----	18.28
	Cheraw -----	Camden -----	54.94
	Camden -----	Savannah -----	171.21
	Savannah -----	Meldrin -----	16.99
	Lyons -----	Montgomery -----	262.99

## PROPERTY OPERATED—Continued.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From—	To—		
1 A.—Seaboard Air Line Railway—Continued.	Savannah-----	Jacksonville-----	138.98	2,532.70
	Jacksonville-----	River Jct.-----	209.06	
	Fernandina-----	Cedar Key-----	155.70	
	Waldo-----	Tampa-----	155.44	
	Henderson-----	Durham-----	41.40	
	Boykins-----	Lewiston-----	35.00	
	Franklinton-----	Louisburg-----	10.00	
	Moncure-----	Pittsboro-----	11.20	
	Ellenboro-----	Caroleen-----	4.70	
	Mill Jct.-----	Henrietta Mills-----	1.70	
	Lawrenceville-----	Logansville-----	10.33	
	Hamlet-----	Gibson-----	10.13	
	Columbus-----	Albany-----	88.00	
	Abbeville-----	Ocello-----	30.80	
	Savannah River-----	Hutchinson's Island-----	2.08	
	Drifton-----	Monticello-----	4.38	
	Tallahassee-----	St. Marks, Fla.-----	20.35	
	Fernandina-----	Amelia Beach-----	.25	
	Archer-----	Early Bird-----	28.75	
	Wildwood-----	Lake Charm-----	70.16	
	Silver Springs Jct.-----	Silver Springs-----	1.90	
	Sumterville-----	Sumterville-----	2.07	
	Summerfield-----	Lake Wier-----	7.65	
	Starke-----	Wannee-----	56.44	
	Dickerson-----	Oxford-----	4.51	
1. B—Seaboard Air Line Railway.	Roanoke Jct.-----	Roanoke Rapids-----	2.54	
	Archer Branch-----	Mine-----	2.83	
	Early Bird-----	Spur-----	.60	
	Lake Griffin-----	Spur-----	.59	
	Camp-----	Spur-----	1.71	
	Belt Jct.-----	Inman Park-----	5.00	
3. Central of Georgia-----	Quincey-----	Spur-----	1.95	15.22
	Lyons-----	Meldrin-----		57.65
	Hilton-----	Navassa-----		2.40
4 Wilmington Railway and Bridge Co.	Howells-----	Atlanta-----		3.00
5. Western and Atlantic Railway.				
Total mileage operated-----				2,610.97

## CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstand- ing.
Capital stock—common-----	375,000	\$ 100.00	\$ 37,500,000	\$ 37,500,000
preferred-----	250,000	100.00	25,000,000	25,000,000
Total-----	625,000	100.00	62,500,000	62,500,000

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.
Issued for construction—preferred-----	2,000
Issued for acquiring securities of proprietary companies—preferred-----	250,000
common-----	373,000
Total-----	625,000

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	R e a d y P a y a b l e	Interest.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued During Year.	Amount Paid During Year.
S. A. L., first mortgage-----	1900	1950	\$ 62,500,000	\$ 32,775,000	\$ 12,775,000	Cannot state	4	Aug.-Oct.	\$511,000	\$ 511,000
S. A. L., Coll. Trust, 10 year-----	1901	1911	10,000,000	10,000,000	10,000,000	\$ 10,000,000.00	5	May-Nov.	500,000	500,000
S. & R., first mortgage, 5 per cent. bonds-----	1886	1926	2,500,000	2,500,000	2,500,000	2,561,183.12	5	Jan.-July.	125,000	125,000
S. & R., registered, 6 per cent. bonds-----	-----	1916	690,000	690,000	285,000	690,000.00	6	Feb.-Aug.	17,100	17,100
R. & T., first mortgage, 6 per cent. bonds-----	1887	1917	260,000	260,000	55,000	260,000.00	6	April-Oct.	3,300	3,300
R. & G., first mortgage, 5 per cent. bonds-----	1897	1947	1,500,000	1,200,000	1,200,000	1,150,980.00	5	Jan.-July.	60,000	60,000
D. & N., R. & A., first mortgage, 6 per cent. bonds-----	1888	1928	248,000	150,000	100,000	145,264.52	6	May-Nov.	6,000	6,000
A. R., first mortgage, 6 per cent. bonds-----	1886	1926	1,000,000	1,000,000	1,000,000	1,000,000.00	6	Jan.-July.	60,000	60,000
C. C., first mortgage, 4 per cent. bonds-----	1899	1949	3,000,000	3,000,000	3,000,000	Cannot state	4	Jan.-July.	120,000	120,000
G. C. & N., first mortgage, 5 per cent. bonds-----	1889	1929	5,360,000	5,360,000	5,360,000	4,862,600.00	5	Jan.-July.	268,000	268,000
G. & A., first con. mortgage, 5 per cent. bonds-----	1895	1945	14,000,000	5,921,000	5,405,000	Cannot state	5	Jan.-July.	270,250	270,250
G. & A., terminal, first mortgage, 5 per cent. bonds-----	1899	1945	1,000,000	1,000,000	1,000,000	Cannot state	5	June-Dec.	50,000	50,000
F. C. & P., first mortgage, 5 per cent. bonds-----	1888	1918	3,000,000	3,000,000	3,000,000	3,000,000.00	5	Jan.-July.	150,000	150,000
F. L. G., first mortgage, 5 per cent. bonds-----	1890	1080	500,000	468,000	410,000	468,000.00	5	Jan.-July.	20,500	20,500
F. L. G., first con. mortgage, 5 per cent. bonds-----	1893	1943	7,800,000	4,372,000	4,372,000	2,790,000.00	5	Jan.-July.	218,600	218,600
So. Bound, first mortgage, 5 per cent. bonds-----	1891	1941	2,100,000	2,033,000	2,033,000	2,033,000.00	5	April-Oct.	101,650	101,650
Total mortgage bonds-----	-----	-----	105,455,000	63,729,000	42,495,000	18,961,027.64	-----	-----	1,981,400	1,981,400
Total miscellaneous obligations-----	-----	-----	10,000,000	10,000,000	10,000,000	10,000,000.00	-----	-----	500,000	500,000
Grand total-----	-----	-----	115,455,000	73,729,000	52,495,000	28,961,027.64	-----	-----	2,481,400	2,481,400

## FUNDED DEBT—Continued.

## A. GENERAL STATEMENT.

Series or Other Designation.	Date of Issue.	Term.	Number of Payments.	Equipment Covered.
Old F. C. and P. Railroad Car Trust	Various	Various	Various	450 box and 20 refrigerator cars.
Rhode Island Locomotive Works	July 8, 1893	Ten years	One hundred and twenty.	10 locomotives.
Old S. A. L.—Series B	April 1, 1895	Ten years	Ten	12 locomotives.
Old S. A. L.—Series C	April 1, 1896	Ten years	Ten	12 locomotives; 175 box cars.
Old S. A. L.—Series D	November 1, 1897	Twenty years	Twenty	5 freight and 2 switch locomotives; 350 box and 150 flat cars.
Richmond Locomotive and Machine Works	December 10, 1900	Three years	Thirty-six	10 locomotives.
Richmond Locomotive and Machine Works	January 10, 1901	Three years	Thirty-six	15 locomotives.
Pittsboro Car and Locomotive Works	January 31, 1901	Three years	Twelve	10 locomotives—switch.
Blair & Co.	September 1, 1900	6¾ years	Twenty-three	1,000 box and 1,000 flat cars.
Vermilye & Co.	January 29, 1902	Ten years	Forty	500 box and 300 flat cars; 20 locomotives and 10 passenger coaches.
Guaranty Trust Co.	February 2, 1903	Ten years	Forty	41 locomotives, 1,000 box, 600 coal and 100 coke cars.

**FUNDED DEBT—Continued.**  
**B. STATEMENT OF AMOUNT.**

Series or Other Designation.	Cash Paid on Delivery of Equipment.	Deferred Payments—Principal.		Deferred Payments—Interest.			
		Original Amount.	Amount Outstanding.	Original Amount.	Amount Outstanding.	Amount Accrued During Year.	Amount Paid During Year.
Old F. C. and P. Car Trust-----	\$ 39,335.82	\$ 362,018.66	\$ 146,504.20	\$ 66,115.06	\$ 12,179.41	\$ 8,793.01	\$ 8,793.01
Old G. and A. Trust-----	none	496,730.41	606.24	-----	-----	1,670.74	1,668.73
Old S. A. L.—Series A-----	none	250,000.00	3,000.00	-----	-----	883.28	1,250.00
Old S. A. L.—Series B-----	none	110,000.00	22,000.00	-----	-----	1,512.29	1,924.18
Old S. A. L.—Series C-----	none	250,000.00	75,000.00	-----	-----	4,687.44	5,937.41
Old S. A. L.—Series D-----	none	300,000.00	225,000.00	-----	-----	11,500.00	13,500.00
Richmond Locomotive and Machine Works-----	14,250.00	129,474.00	24,864.50	11,087.00	311.00	2,181.61	2,181.61
Richmond Locomotive and Machine Works-----	21,375.00	194,211.36	42,636.50	16,630.88	621.58	3,527.53	3,527.53
Burnham, Williams & Co.-----	30,543.75	189,091.08	26,070.34	16,009.83	192.31	2,884.65	2,884.65
Pittsburg Car and Locomotive Works-----	14,220.00	87,127.32	22,579.26	6,547.32	335.76	1,622.84	1,622.84
Blair & Co.—Series A-----	270,800.00	1,150,900.00	650,900.00	-----	-----	36,295.00	36,295.00
Vermilye & Co.—Series B-----	131,293.00	831,293.00	613,000.00	-----	-----	29,017.50	29,017.50
Guaranty Trust Co.—Series C-----	284,300.00	1,889,300.00	787,000.00	-----	-----	14,756.25	14,756.25
Total-----	806,117.57	6,240,145.83	2,639,061.04	116,390.09	13,640.06	119,282.14	123,358.81

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued Dur- ing Year.	Amount Paid During Year.
Mortgage bonds -----	\$63,729,000.00	\$42,495,000.00	\$ 1,981,400.00	\$ 1,981,400.00
Miscellaneous obligations -----	10,000,000.00	10,000,000.00	500,000.00	500,000.00
Equipment trust obligations -----	6,240,145.83	2,652,701.10	119,282.14	123,358.81
Total -----	79,969,145.83	55,147,701.10	2,600,682.14	2,604,758.81

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS.	
Cash -----	\$ 866,774.67
Bills receivable -----	350,298.36
Due from agents -----	274,745.24
Due from solvent companies and individuals -----	721,997.47
Other cash assets* -----	389,066.75
Total—cash and current assets -----	2,602,882.49
Balance—current liabilities -----	556,333.30
Total -----	3,159,215.79
CURRENT LIABILITIES.	
Loans and bills payable -----	520,859.16
Audited vouchers and accounts -----	1,347,318.03
Wages and salaries -----	462,903.56
Net traffic balances due to other companies -----	35,356.69
Matured interest coupons unpaid -----	700,327.75
Miscellaneous -----	92,450.60
Total—current liabilities -----	3,159,215.79
Total -----	3,159,215.79

\*Materials and supplies on hand, \$752,627.51.

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount Per Mile of Line.	
			Miles.	Amount.
Capital stock -----	\$62,500,000.00	\$62,500,000.00	2,554.25	\$ 24,469.02
Bonds -----	52,495,000.00	52,495,000.00	2,554.25	20,552.02
Equipment trust obligations -----	2,652,701.10	2,652,701.10	2,554.25	1,038.54
Total -----	117,647,701.10	117,647,701.10	2,554.25	46,059.58

## B. FOR MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Total.	Amount Per Mile of Line.	
				Miles.	Amount.
Seaboard Air Line Railway-	\$62,500,000.00	\$55,147,701.10	\$117,647,701.10	2,607.97	\$ 45,110.83
Grand total -----	62,500,000.00	55,147,701.10	117,647,701.10	2,607.97	45,110.83

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year, Not Included in Operating Expenses, Charged to Construction or Equip- ment.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost Per Mile.
CONSTRUCTION—				
Engineering-----	\$ 1,834.00	\$ 4,706.65	\$ 6,540.65	\$ 2.56
Right-of-way and station grounds---	74,114.22	132,268.88	206,383.10	80.80
Real estate -----		80,728.25	80,728.25	31.60
Grading -----	53,839.74	248,613.82	302,453.56	118.41
Bridges, trestles and culverts -----	14,504.75	94,205.12	108,709.87	42.56
Ties -----	19,141.24	46,939.97	66,081.21	25.87
Rails -----	113,069.37	193,688.34	306,757.71	120.10
Track fastenings -----	52,645.45	31,415.54	84,060.99	32.91
Frogs and switches-----	11,205.66	28,716.22	39,921.88	15.63
Ballast -----	82,484.44	78,294.35	160,778.79	62.95
Track laying and surfacing-----	18,961.12	82,056.83	101,017.95	39.55
Fencing right-of-way -----	7,317.85	1,081.46	8,399.31	3.29
Crossings, cattle guards and signs---	526.77	18,935.48	19,462.25	7.62
Interlocking or signal apparatus----	5,932.24	822.68	6,754.92	2.64
Telegraph lines-----	265.23	1,125.85	1,391.08	.54
Station buildings and fixtures-----	16,673.59	310,197.31	326,870.90	127.97
Shops, roundhouses and turntables---	8,076.85	52,549.98	60,626.83	23.73
Shop machinery and tools -----	25,747.91	29,260.90	55,008.81	21.54
Water stations -----	3,477.13	35,078.81	38,555.94	15.09
Fuel stations -----	8,078.39	9,433.56	17,511.95	6.86
Grain elevators-----	344.89		344.89	.14
Storage warehouses -----		10,005.87	10,005.87	3.92
Docks and wharves-----	11,073.05	86,594.43	97,667.48	38.24
Acquired by control of stock-----	61,900.00	31,090,530.87	31,028,630.87	12,147.84
Miscellaneous structures -----	14,275.30	59,695.59	73,970.89	28.96
Legal expenses-----	1,881.47	3,275.91	5,157.38	2.02
Purchase of constructed road-----		8,533.13	8,533.13	3.34
General expenses-----	8,921.77	1,952.37	10,874.14	4.26
Total construction-----	492,492.43	32,740,708.17	33,233,200.60	13,010.94

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS—Continued.

Item.	Expenditures During Year, Not Included in Operating Expenses, Charged to Construction or Equip- ment.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost Per Mile.
<b>EQUIPMENT—</b>				
Locomotives-----	\$ 137,148.16	\$ 1,041,083.99	\$ 1,178,232.15	\$ 461.28
Passenger cars-----	8,244.85	191,551.29	199,796.14	78.22
Baggage, express and postal cars-----		51,363.73	51,363.73	20.11
Freight cars-----	826,893.69	2,298,311.17	3,125,204.86	1,223.53
Other cars of all classes-----	6,132.38	52,179.36	58,311.74	22.83
Floating equipment-----	4,169.74		4,169.74	1.63
Acquired by control of stock-----		2,285,919.22	2,285,919.22	894.95
Total equipment-----	982,588.82	5,920,408.76	6,902,997.58	2,702.55
Total construction-----	492,492.43	32,740,708.17	33,233,200.60	13,010.94
Grand total cost construction, equipment, etc.	1,475,081.25	38,661,116.93	40,136,198.18	15,713.49
Total cost construction, equip- ment, etc.—North Carolina.	351,364.35	9,209,078.05	9,560,442.40	15,343.11

## INCOME ACCOUNT.

Gross earnings from operation-----	\$11,954,010.09	
Less operating expenses-----	8,238,177.67	
Income from operation-----		\$ 3,715,832.42
Dividends on stocks owned-----	54,680.00	
Miscellaneous income—less expenses-----	69,965.97	
Income from other sources-----		124,645.97
Total income-----		3,840,478.39
<b>DEDUCTIONS FROM INCOME—</b>		
Interest on funded debt accrued-----	2,600,682.14	
Rents paid for lease of road-----	48,924.95	
Taxes-----	434,132.70	
Total deductions from income-----		3,083,739.79
Net income-----		756,738.60
Dividends, preferred stock—accrued (S. & R. R. R.)-----	6,307.00	
Total-----		6,307.00
Surplus from operations of year ending June 30, 1903-----		750,431.60
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Re- port]-----		897,055.81
Surplus on June 30, 1903 [for entry on "General Balance Sheet"]-----		1,647,487.41

## EARNINGS FROM OPERATION—State of North Carolina.

Item.	Total Receipts.	Deductions, Account of repayments, etc.	Actual Earnings.
<b>PASSENGER—</b>			
Passenger revenue-----	\$ 566,536.91		
Less repayments—			
Tickets redeemed-----		\$ 1,977.93	
Excess fares refunded-----		456.10	
Other repayments-----		3,193.42	
Total deductions-----		5,627.45	
Total passenger revenue-----			\$ 560,909.46
Mail-----			70,916.90
Express-----	6,275.20		71,160.11
Extra baggage and storage-----	1,191.00		6,275.20
Other items-----			1,191.00
Total passenger earnings-----			710,452.67
<b>FREIGHT—</b>			
Freight revenue-----	2,277,949.70		
Less repayments—			
Overcharge to shippers-----		43,015.14	
Other repayments-----		7,374.92	
Total deductions-----		50,390.06	
Total freight revenue-----			2,227,559.64
Total passenger and freight earnings-----			2,938,012.31
<b>OTHER EARNINGS FROM OPERATION—</b>			
Hire of equipment, balance-----	1,173.62		
Other sources-----	42,931.17		
Total other earnings-----			44,104.79
Total gross earnings from operation—North Carolina.			2,982,117.10
Total gross earnings from operation—entire line.			11,954,010.09

## STOCKS OWNED.

## A. RAILWAY STOCKS.

Name.	Total Par Value.	Income or Dividend Received.	Valuation.
Seaboard Air Line Railway—common-----	\$ 8,500,000.00	\$-----	\$ 8,500,000.00
Seaboard Air Line Railway—preferred-----	5,600,000.00	-----	5,600,000.00
S. and R. R. R.—guaranteed-----	118,600.00	-----	-----
S. and R. R. R.—second preferred-----	34,600.00	-----	-----
S. and R. R. R.—common-----	1,143,800.00	-----	-----
R. and G. R. R.—common-----	1,499,000.00	-----	-----
R. and A. R. R.—common-----	871,500.00	-----	-----
Carolina Central—preferred-----	485,311.79	-----	-----
Carolina Central—common-----	1,485,000.00	-----	-----
Georgia, Carolina and Northern Railway—preferred--	500,000.00	-----	-----
Georgia, Carolina and Northern Railway—common----	1,106,700.00	-----	-----
S. A. L. Belt R. R.-----	50,000.00	-----	63,089,526.15
Durham and Northern-----	290,100.00	-----	-----
Palmetto R. R.-----	200,000.00	-----	-----
Chesterfield and Kershaw-----	1,000,000.00	-----	-----
Logansville and Lawrenceville-----	20,000.00	-----	-----
Richmond and Washington Line-----	445,000.00	17,800.00	-----
Roanoke and Tar River-----	51,500.00	-----	-----
F. C. and P. R. R.—preferred-----	4,325,300.00	-----	-----
F. C. and P. R. R.—common-----	19,721,900.00	-----	-----
Ga. and Ala. Railway—preferred-----	2,650,000.00	-----	-----
Ga. and Ala. Railway—common-----	3,867,500.00	-----	-----
Louisburg R. R.-----	48,400.00	-----	-----
A., S. R. and G. R. R.-----	380,000.00	-----	253,283.78
South Bound-----	2,033,000.00	-----	224,605.79
Columbia, Newberry and Laurens R. R.-----	83,350.00	-----	1,000.00
Carolina Southern Railway-----	6,000.00	-----	6,000.00
South Eastern-----	6,200.00	-----	6,200.00
Wilmington Railway Bridge-----	100.00	-----	1.00
Total-----	56,522,861.79	17,800.00	77,680,616.72

## STOCKS OWNED—Continued.

## B. OTHER STOCKS.

Name.	Total Par Value.	Income or Dividend Received.	Valuation.
Baltimore Steam Packet Co. -----	\$ 400,000.00	\$ 24,000.00	\$ 583,779.63
Georgia and Florida Navigation Co. -----	8,000.00	-----	8,076.44
Independent Navigation Co. -----			
Georgia Construction Co. -----	25,000.00	-----	28,678.33
Old Dominion S. S. Co. -----	210,000.00	12,600.00	248,750.00
Atlantic compress stock -----	12,500.00	-----	12,500.00
Florida publishing stock -----	1,000.00	280.00	800.00
Jacksonville terminal stock -----	50,000.00	-----	25,000.00
Savannah passenger station stock -----	100,000.00	-----	54,638.36
Total -----	806,500.00	36,880.00	962,222.76
Grand total—A and B-----	57,329,361.79	54,680.00	78,642,839.48

## BONDS OWNED.

## A. RAILWAY BONDS.

Name.	Total Par Value.	Valuation.
Seaboard and Roanoke—registered 6 per cent. -----	\$ 405,000.00	\$ 405,000.00
Roanoke and Tar River—first mortgage -----	205,000.00	205,000.00
Durham and Northern—first mortgage -----	50,000.00	50,000.00
South Bound—first mortgage -----	725,000.00	725,000.00
Chesterfield and Kershaw—first mortgage -----	500,000.00	500,000.00
Georgia and Alabama Railway—first mortgage -----	780,000.00	814,000.00
S. A. L. Railway Belt—first mortgage -----	600,000.00	510,625.00
Subscription to Atlanta and Birmingham Road bonds -----	100,000.00	100,900.00
Total -----	3,365,000.00	3,310,525.00

## B. OTHER BONDS.

National Compress Co. -----	\$ 750.00	\$ 800.00
Fernandina Terminal Co. -----	50,000.00	50,000.00
Total -----	50,750.00	50,800.00
Grand total—A and B -----	3,415,750.00	3,361,325.00

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
TRACKS—	Weldon to Garys, N. C.---	A. C. L. Railway-----	\$ 5,632.08	
	Atlanta, Ga.-----	Atlanta Rapid Tr. Co. ---	1,800.00	
	Welborn, Fla.-----	Fla. and Ga. R. R.-----	240.00	
	Collins, Ga.-----	Collins and Reidsville R.R.	240.00	
	Archer to Morriston, Fla.-	Atlantic Coast Line-----	2,153.94	
	Tavares, Fla.-----	Tavares and Gulf Railway-	165.00	
	Between Cheraw and Ma- burg, S. C.	Chesterfield and Lancas- ter Railway.	1,624.58	
	Sidings and spurs -----	Various -----	5,215.33	
Total -----				\$ 17,070.93
TERMINALS—	Cordele, Ga.-----	Albany and Nor. Railway-	650.00	
Total -----				650.00
Grand total rents received.				17,720.93

## MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Mis- cellaneous Income.
Dividend collected from East and West Railroad-----	\$ 43,225.32	\$ 43,225.32
Interest on notes receivable, etc.-----	12,126.50	12,126.50
Interest received from Vermilye & Co., acct. undelivered equipment ---	4,478.95	4,478.95
Interest received from Guaranty Trust Co., of New York, on undeliv- ered equipment, series "C."	10,135.20	10,135.20
Total -----	69,965.97	69,965.97

## OPERATING EXPENSES.

Item.	Amount.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>	
Repairs of roadway-----	\$ 806,245.75
Renewals of rails-----	50,730.04
Renewals of ties-----	262,993.66
Repairs and renewals of bridges and culverts-----	200,033.88
Repairs and renewals of fences, road crossings, signs and cattle guards-----	9,558.38
Repairs and renewals of buildings and fixtures-----	109,049.97
Repairs and renewals of docks and wharves-----	33,763.95
Repairs and renewals of telegraph-----	3,920.64
Stationery and printing-----	2,544.75
Other expenses-----	4,175.12
Total-----	<u>1,483,016.14</u>
<b>MAINTENANCE OF EQUIPMENT—</b>	
Superintendence-----	50,804.17
Repairs and renewals of locomotives-----	567,818.55
Repairs and renewals of passenger cars-----	254,065.24
Repairs and renewals of freight cars-----	438,609.68
Repairs and renewals of work cars-----	14,589.44
Repairs and renewals of marine equipment-----	5,118.12
Repairs and renewals of shop machinery and tools-----	52,867.04
Stationery and printing-----	3,568.88
Other expenses-----	61,855.65
Total-----	<u>1,449,296.77</u>
<b>CONDUCTING TRANSPORTATION—</b>	
Superintendence-----	204,006.87
Engine and roundhouse men-----	670,359.90
Fuel for locomotives-----	1,348,382.25
Water supply for locomotives-----	50,168.25
Oil, tallow and waste for locomotives-----	33,926.68
Other supplies for locomotives-----	14,476.65
Train service-----	373,494.62
Train supplies and expenses-----	123,681.96
Switchmen, flagmen and watchmen-----	193,822.56
Telegraph expenses-----	185,685.04
Station service-----	658,619.71
Station supplies-----	49,854.88
Switching charges—balance-----	4,876.81
Car mileage—balance-----	47,935.02

## OPERATING EXPENSES—Continued.

Item.	Amount.
<b>CONDUCTING TRANSPORTATION—Continued.</b>	
Loss and damage-----	\$ 209,952.64
Injuries to persons-----	129,470.79
Clearing wrecks-----	25,918.43
Operating marine equipment-----	37,269.61
Advertising-----	45,570.21
Outside agencies-----	223,985.57
Commissions-----	4,121.77
Stock yards and elevators-----	37,501.61
Rents for tracks, yards and terminals-----	51,344.21
Rents of buildings and other property-----	18,842.45
Stationery and printing-----	61,815.86
Other expenses-----	6,800.77
Total-----	<u>4,811,885.12</u>
<b>GENERAL EXPENSES—</b>	
Salaries of general officers-----	110,551.98
Salaries of clerks and attendants-----	155,069.69
General office expenses and supplies-----	15,565.17
Insurance-----	77,687.99
Law expenses-----	87,878.05
Stationery and printing-----	13,749.30
Other expenses-----	33,477.46
Total-----	<u>493,979.64</u>
<b>RECAPITULATION OF EXPENSES—</b>	
Maintenance of way and structures-----	1,483,016.14
Maintenance of equipment-----	1,449,296.77
Conducting transportation-----	4,811,885.12
General expenses-----	493,979.64
Grand total-----	<u>8,238,177.67</u>
Percentage of expenses to earnings—entire line-----	68.92
<b>OPERATING EXPENSES—STATE OF NORTH CAROLINA—</b>	
Maintenance of way and structures-----	353,699.36
Maintenance of equipment-----	345,657.28
Conducting transportation-----	1,146,521.92
General expenses-----	117,814.11
Total-----	<u>1,963,692.67</u>
Percentage of expenses to earnings—North Carolina-----	65.85

## RENTALS PAID.

## A. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Cash.	Total.
Central of Georgia Railway-----	\$-----	\$ 43,500.00	\$ 43,500.00
Wilmington Railway Bridge-----	5,424.95	-----	5,424.95
Total rents—A-----	5,424.95	43,500.00	48,924.95

RENTALS PAID—Continued.  
B. RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
<b>TRACKS—</b>				
Water Works Track-----	Montgomery, Ala.-----	Central of Georgia Railway-----	\$ 1,015.40	\$ 1,015.40
<b>YARDS—</b>				
A. C. L. Railroad, "V"-----	Lake City, Fla.-----	A. C. L. Railway-----	87.00	
G. & Gulf Railroad, "V"-----	Gainesville, Fla.-----	Gainesville and Gulf Railroad-----	373.00	
Total-----				460.00
<b>TERMINALS—</b>				
Union Passenger Station-----	Atlanta, Ga.-----	Central of Georgia Railway-----	999.96	
Passenger Station-----	Columbus, Ga.-----	Central of Georgia Railway-----	708.47	
Albany Freight Terminals-----	Albany, Ga.-----	Albany and Northern Railway-----	685.00	
Passenger Station-----	Montgomery, Ala.-----	Louisville and Nashville Railroad-----	1,405.97	
Passenger Station-----	Jacksonville, Fla.-----	Jackson Terminal Co.-----	7,908.00	
Freight Terminals-----	Chattahoochee, Fla.-----	A. C. L. Railway-----	2,515.50	
Station-----	Meldrine, Ga.-----	Central of Georgia Railway-----	.52	
Columbus Railroad-----	Columbus, Ga.-----	Columbus Railroad-----	7,500.00	
Atlanta Terminals-----	Atlanta, Ga.-----	N. C. and St. L. Railway-----	12,499.92	
Passenger Station-----	Savannah, Ga.-----	Southern Union Passenger Station Co.-----	8,817.67	
Wharfage-----	Savannah, Ga.-----	Various-----	6,695.60	
Compress Track-----	Americus, Ga.-----	Central of Georgia Railway-----	132.20	
Total-----				49,868.81
Grand total rents—B-----				51,344.21

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.	ASSETS.	Year Ending June 30, 1903.		
		Total.	Increase.	Decrease.
\$32,740,708.17	Cost of road -----	\$33,233,200.60	\$ 492,492.43	\$-----
5,920,408.76	Cost of equipment-----	6,902,997.58	982,588.82	-----
78,677,759.70	Stocks owned-----	78,642,839.48	-----	34,920.22
3,260,425.00	Bonds owned-----	3,361,325.00	100,900.00	-----
108,500.00	Leasehold interest in Wilmington Railway Bridge (per contract).	108,500.00	-----	-----
2,192,216.75	Cash and current assets-----	2,602,882.49	410,665.74	-----
	OTHER ASSETS.			
599,920.63	Materials and supplies -----	752,627.51	152,706.88	-----
224,052.40	Sundries-----	149,361.67	-----	74,690.73
123,723,991.41	Grand total-----	125,753,734.33	2,027,742.92	-----
	LIABILITIES.			
62,500,000.00	Capital stock -----	62,500,000.00	-----	-----
55,014,813.38	Funded debt-----	55,147,701.10	132,887.72	-----
2,531,184.70	Current liabilities -----	3,159,215.79	628,031.09	-----
280,359.44	Accrued interest on funded debt not yet payable.	268,165.87	-----	12,193.57
64,271.97	Accrued taxes not yet payable ----	145,183.20	80,911.23	-----
368,088.21	Reserve for acquiring outstanding capital stock of proprietary com- panies.	306,188.21	-----	61,900.00
1,959,717.90	Sundries-----	2,471,292.75	511,574.85	-----
108,500.00	Wilmington Railway Bridge bonds--	108,500.00	-----	-----
897,055.81	Profit and loss-----	1,647,487.41	750,431.60	-----
123,723,991.41	Grand total-----	125,753,734.33	2,029,742.92	-----

## EMPLOYEES AND SALARIES—State of North Carolina.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers-----	4	1,460	\$ 24,260.92	\$ 16.62
Other officers-----	8	2,753	20,535.23	7.46
General office clerks-----	108	31,836	64,467.17	2.02
Station agents-----	131	24,537	40,626.10	1.66
Other station men-----	156	85,920	107,679.79	1.25
Enginemen-----	99	24,497	107,453.44	4.39
Firemen-----	161	24,497	40,390.05	1.65
Conductors-----	71	17,224	51,217.14	2.97
Other trainmen-----	185	40,611	46,713.34	1.15
Machinists-----	102	26,855	61,375.68	2.29
Carpenters-----	35	8,371	17,582.37	2.10
Other shopmen-----	314	76,930	118,943.57	1.55
Section foremen-----	104	39,151	69,900.41	1.79
Other trackmen-----	923	173,175	158,611.08	.92
Switchmen, flagmen and watchmen-----	86	32,150	42,658.88	1.33
Telegraph operators and dispatchers-----	93	26,042	42,970.32	1.65
All other employees and laborers-----	200	80,017	114,628.22	1.43
Total (including "General Officers")—North Carolina.	2,780	716,026	1,130,013.71	1.58
Less "General Officers"-----	4	1,460	24,260.92	16.62
Total (excluding "General Officers")—North Carolina.	2,776	714,566	1,105,752.79	1.55
DISTRIBUTION OF ABOVE—				
General administration-----	120	36,049	109,263.32	3.02
Maintenance of way and structures-----	1,027	212,326	228,511.49	1.08
Maintenance of equipment-----	451	112,156	197,901.62	1.76
Conducting transportation-----	1,182	355,495	594,337.28	1.67
Total (including "General Officers")—North Carolina.	2,780	716,026	1,130,913.71	1.58
Less "General Officers"-----	4	1,460	24,260.92	10.62
Total (excluding "General Officers")—North Carolina.	2,776	714,566	1,105,752.79	1.55
Total (including "General Officers")—entire line.	11,674	3,008,771	4,756,987.88	1.58

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Num- ber Passengers, Car Mileage, Tonnage, Number Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	523,125			
Number of passengers carried one mile-----	24,532,419			
Number of passengers carried one mile per mile of road-----	39,220			
Average distance carried—miles-----	46.90			
Total passenger revenue-----		560,909	46	
Average amount received from each passenger-----		1	07	223
Average receipts per passenger per mile-----			02	286
Total passenger earnings-----		710,452	67	
Passenger earnings per mile of road-----		1,135	80	
Passenger earnings per train mile-----			76	520
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue-----	1,690,499			
Number of tons carried one mile-----	183,850,548			
Number of tons carried one mile per mile of road---	293,921			
Average distance haul of one ton—miles-----	108.76			
Total freight revenue-----		2,227,559	64	
Average amount received for each ton of freight-----		1	31	769
Average receipts per ton per mile-----			01	212
Total freight earnings-----		2,227,559	64	
Freight earnings per mile of road-----		3,561	19	
Freight earnings per train mile-----		2	27	678
TOTAL TRAFFIC—				
Gross earnings from operation-----		2,982,117	10	
Gross earnings from operation per mile of road-----		4,767	50	
Gross earnings from operation per train mile-----		1	56	602
Operating expenses-----		1,963,692	97	
Operating expenses per mile of road-----		3,139	35	
Operating expenses per train mile-----		1	03	121
Income from operation-----		1,018,424	43	
Income from operation per mile of road-----		1,628	15	

## TRAFFIC AND MILEAGE STATISTICS—Entire Line.

Item.	Column for Number Pas- sengers, Ton- nage, Car Mile- age, Number Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	2,196,159			
Number of passengers carried one mile-----	102,990,844			
Number of passengers carried one mile per mile of road.	39,503			
Average distance carried—miles-----	46.90			
Total passenger revenue-----		2,354,561	40	
Average amount received from each passenger-----		1	07	213
Average receipts per passenger per mile-----			02	286
Total passenger earnings-----		2,945,700	68	
Passenger earnings per mile of road-----		1,129	85	
Passenger earnings per train mile-----			75	574
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue-----	4,947,336			
Number of tons carried one mile-----	771,832,695			
Number of tons carried one mile per mile of road---	296,045			
Average distance haul of one ton—miles-----	156.01			
Total freight revenue-----		8,599,279	85	
Average amount received for each ton of freight-----		1	73	816
Average receipts per ton per mile-----			01	114
Total freight earnings-----		8,832,080	58	
Freight earnings per mile of road-----		3,387	64	
Freight earnings per train mile-----		1	93	485
TOTAL TRAFFIC—				
Gross earnings from operation-----		11,954,010	09	
Gross earnings from operation per mile of road-----		4,585	09	
Gross earnings from operation per train mile-----		1	49	530
Operating expenses-----		8,238,177	67	
Operating expenses per mile of road-----		3,159	84	
Operating expenses per train mile-----		1	03	049
Income from operation-----		3,715,832	42	
Income from operation per mile of road-----		1,425	25	

## FREIGHT TRAFFIC MOVEMENT—State of North Carolina.

Commodity.	Freight Originating on This Road.	Freight Received From Con- necting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
PRODUCTS OF AGRICULTURE—				
Grain-----	18,414	20,176	38,590	2.28
Flour-----	9,807	25,143	34,950	2.08
Other mill products-----	14,645	5,661	20,306	1.20
Hay-----	3,553	6,675	10,228	.61
Tobacco-----	8,393	6,378	14,771	.87
Cotton-----	54,733	14,847	69,580	4.12
Fruit and vegetables-----	14,826	4,026	18,852	1.11
Melons-----	15,566	1,327	16,893	1.00
Peanuts-----	6,755	436	7,191	.43
PRODUCTS OF ANIMALS—				
Live stock-----	2,888	1,924	4,812	.28
Dressed meat-----	158	170	328	.02
Other packing-house products-----	8,801	4,814	13,615	.81
Poultry, game and fish-----	595	270	865	.05
Wool-----	214	21	235	.01
Hides and leather-----	1,169	528	1,697	.10
PRODUCTS OF MINES—				
Salt-----	2,261	1,613	3,874	.23
Anthracite coal-----	2,265	73,110	95,775	4.48
Bituminous coal-----				
Coke-----	67	774	841	.05
Ores-----	108	445	553	.03
Stone, sand and other like articles-----	9,654	4,818	14,472	.86
Phosphate-----	3,548	1,415	4,963	.29
PRODUCTS OF FOREST—				
Lumber and staves-----	251,923	186,370	438,293	25.93
Logs and ties-----	179,500	2,943	182,443	10.79
Wood and slabs-----	113,690	8,862	122,552	7.25
MANUFACTURES—				
Petroleum and other oils-----	18,076	8,299	26,375	1.56
Sugar-----	9,861	2,581	12,442	.74
Naval stores-----	9,040	3,667	12,707	.75
Iron, pig and bloom-----	5,606	14,391	19,997	1.18
Iron and steel rails-----	3,709	7,577	11,286	.67
Other castings, machinery and hardware-----	6,985	27,846	34,831	2.06

## FREIGHT TRAFFIC MOVEMENT—State of North Carolina—Continued.

Commodity.	Freight Originating on This Road.	Freight Received From Con- necting Roads and Other Carriers.	Total Freight Tonnage.	
MANUFACTURES—Continued.	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Bar and sheet metal and nails-----	5,251	16,226	21,477	1.27
Cement, brick and lime-----	23,502	10,628	34,130	2.02
Agricultural implements-----	430	720	1,150	.06
Wagons, carriages, tools, etc.-----	1,000	1,868	2,868	.17
Wines, liquors and beers-----	1,813	2,088	3,901	.23
Household goods and furniture-----	3,611	3,637	7,248	.43
Fertilizers-----	75,665	25,473	101,138	5.98
Cotton factory products-----	39,399	18,572	57,971	3.43
Bagging-----	2,949	1,952	4,901	.29
Merchandise-----	70,570	66,876	137,446	8.13
MISCELLANEOUS—				
Other commodities not mentioned above--	64,002	39,950	103,952	6.15
Total tonnage—North Carolina-----	1,065,402	625,097	1,690,499	100.00
Total tonnage—entire line-----	3,110,889	1,836,447	4,947,336	100.00

## DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
LOCOMOTIVES OWNED AND LEASED—						
Passenger		132	132	W. A. B., American	132	Standard and Tower.
Freight	10	136	136	do	136	do.
Switching		40	40	do	40	Standard.
Total locomotives in service	10	308	308	do	308	
Less locomotives leased	10	141	141	do	141	
Total locomotives owned		167	167		167	
CARS OWNED AND LEASED —						
IN PASSENGER SERVICE—						
First-class cars	10	54	54	W. A. B.	54	Janney and Standard.
Second-class cars		81	81	do	81	do.
Combination cars		30	30	do	30	do.
Dining cars		5	5	do	5	do.
Parlor cars		2	2	do	2	do.
Baggage, express and postal cars		96	96	do	96	do.
Other cars in passenger service		1	1	do	1	do.
Total	10	269	269		269	
IN FREIGHT SERVICE—						
Box cars	1,062	5,391	5,076	N.Y. & W. A. B., Boyden	5,391	Tower and Standard.
Flat cars	2	3,576	3,271	do	3,576	do.
Stock cars		64	59	do	64	Standard.

## DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
CARS OWNED AND LEASED—Continued.						
Coal cars	700	781	728	N. Y. & W. A. B., Boyden	781	Tower.
Other cars in freight service		40	27	do	27	Standard.
Total	1,764	9,852	9,161		9,839	
IN COMPANY'S SERVICE—						
Officers' and pay cars		8	8	do	8	do.
Gravel cars		40	40	do	40	do.
Derrick cars		9	9	do	9	Standard.
Caboose cars		139	106	do	139	Standard and Janney.
Other road cars	1	257	78	do	257	Miscellaneous.
Total	1	453	241		453	
Total cars in service	1,775	10,574	9,671		10,561	
Less cars leased	1,773	5,059	5,059		5,059	
Total cars owned	2	5,515	4,612		5,502	

MILEAGE.  
A. MILEAGE OF LINE OPERATED BY STATES—(SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Virginia	157.50						157.50			157.50
North Carolina	620.57	2.54			2.40		625.51	4.51	27.94	597.57
South Carolina	340.88						340.88			340.88
Georgia	585.84	5.00		57.65		3.00	651.49			648.49
Alabama	81.60						81.60			81.60
Florida	746.31	7.68					753.99	11.95	31.65	722.34
Total mileage operated	2,532.70	15.22		57.65	2.40	3.00	2,610.97	16.46	59.59	2,548.38

## B. MILEAGE OF LINE OWNED BY STATES—(SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Total Mileage Owned.	New Line Con- structed During Year.	Rails.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Virginia -----	157.50	-----	157.50	-----	-----	157.50
North Carolina -----	620.57	2.54	623.11	4.51	27.94	595.17
South Carolina -----	340.88	-----	340.88	-----	-----	340.88
Georgia -----	585.84	5.00	590.84	-----	-----	590.84
Alabama -----	81.60	-----	81.60	-----	-----	81.60
Florida -----	748.31	12.01	760.32	11.95	31.65	728.67
Total mileage owned -----	2,534.70	19.55	2,554.25	16.46	59.59	2,494.66

## TAXES AND ASSESSMENTS OF ALL KINDS.

State or Territory.	Amount.
Virginia -----	\$ 26,221.65
North Carolina -----	103,410.39
South Carolina -----	56,784.54
Georgia -----	108,533.17
Alabama -----	13,588.39
Florida -----	125,594.56
Total -----	434,132.70

## Southern Railway.

### OFFICERS.

Title.	Name.	Location of Office.
President-----	Samuel Spencer-----	New York, N. Y.
First Vice-President-----	A. B. Andrews-----	Raleigh, N. C.
Second Vice-President-----	W. W. Finley-----	Washington, D. C.
Fourth Vice-President-----	J. M. Culp-----	Washington, D. C.
Secretary-----	R. D. Lankford-----	New York, N. Y.
Treasurer-----	H. C. Ansley-----	Washington, D. C.
General Solicitor-----	Fairfax Harrison-----	Washington, D. C.
Attorney or General Counsel-----	F. L. Stetson-----	New York, N. Y.
Auditor-----	A. H. Plant-----	Washington, D. C.
Assistant Auditor-----	E. H. Kemper-----	Washington, D. C.
General Manager-----	H. B. Spencer-----	St. Louis, Mo.
General Manager-----	C. H. Ackert-----	Washington, D. C.
Assistant General Manager-----	R. A. Dugan-----	Washington, D. C.
Engineer of Construction-----	W. H. Wells-----	Washington, D. C.
General Superintendent-----	S. J. Collins-----	Greensboro, N. C.
General Superintendent-----	C. S. McManns-----	Chattanooga, Tenn.
Superintendent of Telegraph-----	C. A. Darlton-----	Washington, D. C.
Passenger Traffic Manager-----	W. A. Furk-----	Washington, D. C.
Freight Traffic Manager-----	T. C. Powell-----	Washington, D. C.
Assistant Freight Traffic Manager-----	Lee McClung-----	Louisville, Ky.
General Freight Agent-----	E. A. Neill-----	Atlanta, Ga.
General Passenger Agent-----	S. H. Hardwick-----	Washington, D. C.
Land and Industrial Agent-----	M. V. Richards-----	Washington, D. C.

### DIRECTORS.

A. B. Andrews, Raleigh, N. C.; Joseph Bryan, Richmond, Va.; S. M. Inman, Atlanta, Ga.; R. M. Galloway, New York, N. Y.; Adrian Iselin, Jr., New York, N. Y.; Charles Lanier, New York, N. Y.; E. D. Randolph, New York, N. Y.; James T. Woodward, New York, N. Y.; Samuel Spencer, New York, N. Y.; H. C. Fahnestock, New York, N. Y.; W. W. Finley, Washington, D. C.; Chas. Steel, New York, N. Y. Terms expire second Tuesday in October, 1903, or until their successors are elected.

## PROPERTY OPERATED—State of North Carolina.

1. Railroad line represented by capital stock :
  - A. Main line.
  - B. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

## MAIN LINE.

Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
From—	To—		
Southern Railway Company—			
State Line, Virginia-----	Greensboro, N. C.-----	42.70	
Charlotte, N. C.-----	S. C. State Line-----	11.50	
Salisbury, N. C. -----	Asheville, N. C.-----	141.00	
Asheville, N. C. -----	Tennessee State Line -----	44.40	
			239.60

## BRANCH LINES.

Southern Railway Company—			
Virginia State Line-----	Durham, N. C.-----	48.00	
Oxford, N. C.-----	Henderson, N. C.-----	12.75	
Greensboro, N. C.-----	Wilkesboro, N. C.-----	100.15	
Charlotte, N. C.-----	Taylorsville, N. C.-----	65.65	
Murphy Junction, N. C.-----	Murphy, N. C.-----	122.40	
			348.95
Total main and branch lines-----			588.55

## TRACAGE RIGHTS.

Wilmington and Weldon Railroad—			
Selma, N. C.-----	Tarboro, N. C.-----	54.88	
Norfolk and Carolina Railroad—			
Tarboro, N. C.-----	Virginia State Line-----	65.80	
			120.68
Total-----			709.23

## PROPERTY OPERATED—Entire Line.

1. RAILROAD LINES REPRESENTED BY CAPITAL STOCK.
2. PROPRIETARY COMPANIES CONTROLLED BY OWNERSHIP OF SECURITIES.

## MAIN LINE.

Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
From—	To—		
Alexandria, Va. -----	Greensboro, N. C. -----	280.05	
Neapolis, Va. -----	West Point, Va. -----	179.00	
Charlotte, N. C. -----	Augusta, Ga. -----	190.49	
Columbia, S. C. -----	Greenville, S. C. -----	145.52	
Salisbury, N. C. -----	Morristown, Tenn. -----	231.37	
Bristol, Tenn. -----	Chattanooga, Tenn. -----	241.55	
Stevenson, Ala. -----	Memphis, Tenn. -----	271.47	
Coltawah Junction, Tenn. -----	Brunswick, Ga. -----	409.00	
Austell, Ga. -----	State Line, Miss. -----	260.70	
State Line, Ala. -----	Greenville, Miss. -----	179.10	
Atlanta Junction, Ga. -----	York, Ala. -----	270.50	
Louisville, Ky. -----	Lexington, Ky. -----	80.12	
East St. Louis, Ill. -----	New Albany, Ind. -----	265.05	
Total -----			3,003.92

## BRANCH LINES.

Tuscumbia, Ala. -----	Florence, Ala. -----	7.60
Moscow, Tenn. -----	Somerville, Tenn. -----	13.10
Percy Branch, Stoneville, Miss. -----	Percy, Miss. (N. G.) -----	23.20
Webb Branch, Itta Bena, Miss. -----	Webbs, Miss. -----	34.60
Alexandria, Va. -----	Bluemont, Va. -----	54.55
Union Street Branch -----	Alexandria, Va. -----	1.60
Manassas Branch, Manassas Jct., Va. -----	Harrisonburg, Va. -----	112.89
Warrenton Branch, Calverton, Va. -----	Warrenton, Va. -----	8.90
Pittsville Branch, Franklin Jct., Va. -----	Pittsville, Va. -----	7.10
Manchester Jct., Va. -----	Rocketts, Va. -----	1.00
Belle Isle Jct., Va. -----	Belle Isle, Va. -----	.70
Granite, Va. -----	Westham Granite Quarry -----	3.00
Clarksville, Va. -----	Durham, N. C. -----	55.10
Oxford, N. C. -----	Henderson, N. C. -----	12.75
Pomona, N. C. -----	Wilkesboro, N. C. -----	100.15
Asheville, N. C., (Murphy Jct.) -----	Murphy, N. C. -----	122.40
Charlotte, N. C. -----	Taylorsville, N. C. -----	65.65

## PROPERTY OPERATED—Continued.

Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
From—	To—		
Hodges, S. C.-----	Abbeville, S. C.-----	11.58	
Aiken Branch, Aiken, S. C.-----	Edgefield, S. C.-----	23.57	
Embreeville Jct., Tenn.-----	Embreeville, Tenn.-----	13.00	
Rogersville Jct., Tenn.-----	Rogersville, Tenn.-----	16.00	
Clinton, Tenn.-----	Harriman Junction, Tenn.-----	30.44	
K. & O. Jct., Knoxville, Tenn.-----	Cumberland Gap, Tenn.-----	65.50	
Knoxville, Tenn., Belt-----	-----	5.37	
Knoxville, Tenn.-----	Walland, Tenn.-----	26.21	
Briceville "Y", Tenn.-----	Minersville, Tenn.-----	4.94	
Oliver Springs, Tenn.-----	Big Mountain, Tenn.-----	3.26	
Cleveland, Tenn.-----	Cohutta, Ga.-----	14.80	
North Rome, Ga.-----	Attalla, Ala.-----	61.60	
Atlanta, Ga.-----	Fort Valley, Ga.-----	102.30	
Howell, Ga.-----	Belt Junction, Ga.-----	3.30	
Cochran, Ga.-----	Hawkinsville, Ga.-----	10.10	
Dock Jct., Ga.-----	Turtle River Docks, Brunswick, Ga.-----	1.80	
Villa Rica-----	Mines, Va.-Carolina Chemical Co.-----	2.92	
Marion Jct., Ala.-----	Akron, Ala.-----	53.00	
Wilton, Ala.-----	Mobile Junction, Ala.-----	34.00	
Gurnee Jct., Ala.-----	Blocton, Ala.-----	14.30	
Woodlawn, Ala.-----	End Belt Road, Bessemer, Ala.-----	20.30	
North Birmingham, Ala.-----	Coalburg, Ala.-----	6.40	
Coalburg, Ala.-----	Mines 9 and D, Ala.-----	2.60	
Cardiff, Ala.-----	Brazill Mines, Ala.-----	1.60	
Jefferson, Ala.-----	Blossburg, Ala.-----	1.91	
Offerman, Ala.-----	Hooper Mines, Ala.-----	.60	
American Jct., Ala.-----	America, Ala.-----	2.20	
Oakman, Ala.-----	Coal Valley, Ala.-----	2.20	
Patton Jct., Ala.-----	Patton, Ala.-----	1.10	
Corona, Ala.-----	No. 3 Mines, Ala.-----	.90	
Littleton, Ala.-----	Coal Mines, S. S. S. & I. Co.-----	3.50	
Castleman Jct., Ala.-----	Castleman, Ala.-----	3.63	
Spring Garden Extension-----	-----	4.41	
Lula, Ga.-----	Athens, Ga.-----	38.93	
Cave Springs, Ga.-----	Lopez, Ga.-----	5.23	
North Augusta Branch-----	-----	1.65	
Ardella, Ala.-----	Belle Ellen, Ala.-----	2.90	

## PROPERTY OPERATED—Continued.

Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
From—	To—		
Seymour, Ala.-----	Coleanor, Ala.-----	2.24	
Lawrenceburg, Ky.-----	Burgin, Ky.-----	25.97	
Versailles, Ky.-----	Georgetown, Ky.-----	16.74	
Venice and Carondelet Belt-----	East St. Louis, Ill.-----	6.86	
Belleville Junction, Ill.-----	Belleville, Ill.-----	1.14	
Jasper, Ind.-----	Evansville, Ind.-----	54.22	
Rockport Junction, Ind.-----	Rockport, Ind.-----	16.15	
Lincoln City, Ind.-----	Cannelton, Ind.-----	22.72	
Pinner's Point, Va.-----	Connection with Nor. & Car. R. R.-----	.66	
Ore Bed Spur-----	-----	3.40	
East St. Louis, Madison and Granite City Branch.	-----	2.40	1,375.04
Total-----	-----	-----	

## CONTROLLED BY OWNERSHIP OF SECURITIES.

## A. LEASED.

Southern Railway—Carolina Division—		714.42
Cayce, S. C.-----	Hardeeville, S. C.-----	128.63
Perry, S. C.-----	Sievern, S. C.-----	7.64
Charleston, S. C.-----	Augusta, Ga.-----	136.91
Branchville, S. C.-----	Columbia, S. C.-----	67.10
Kingville, S. C.-----	Marion, N. C.-----	208.50
Blacksburg, S. C.-----	Gaffney, S. C.-----	10.50
Burton Branch, S. C.-----	-----	4.60
Taylor's Mill Branch, S. C.-----	-----	1.00
Biltmore, N. C.-----	Spartanburg Junction, S. C.-----	65.90
Spartanburg, S. C.-----	Alston, S. C.-----	67.83
Sumter Junction, S. C.-----	Sumter, S. C.-----	15.81
Mobile and Birmingham Railroad—	-----	150.35
Marion Junction, Ala.-----	Mobile, Ala., and Branch-----	
Richmond and Mecklenburg Railroad—	-----	
Keysville, Va.-----	Clarksville, Va.-----	31.30
Georgia Midland Railway—	-----	97.88
McDonough, Ga.-----	Columbus, Ga.-----	
Total-----	-----	993.95

## PROPERTY OPERATED—Continued.

## B. NOT LEASED.

Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
From—	To—		
State University Railroad—			
University, N. C.-----	Chapel Hill, N. C.-----	10.20	
North Carolina Midland Railroad—			
Mooresville, N. C.-----	Winston-Salem, N. C.-----	53.52	
High Point, Randleman, Ashboro and Southern Railroad—			
High Point, N. C.-----	Ashboro, N. C.-----	26.80	
Yadkin Railroad—			
Salisbury, N. C.-----	Norwood, N. C.-----	41.00	
Union Copper Mines Branch, N.C.-----		2.70	43.70
Elberton Air Line Railroad—			
Toccoa, Ga.-----	Elberton, Ga.-----		50.60
Knoxville and Ohio Railroad—			
Main Line, Knoxville, Tenn.-----	Jellico, Tenn.-----	65.30	
New River Branch, Coal Creek, Tenn.-----	Cambria, Tenn.-----	4.02	69.32
Sievern and Knoxville Railroad—			
Batesburg, S. C.-----	Sievern, S. C.-----		17.44
Atlantic and Yadkin Railway—			
Sanford, N. C.-----	Mt. Airy, N. C.-----	130.95	
Ramseur Branch, Climax, N. C.-----	Ramseur, N. C.-----	18.74	
Madison Branch, Stokesdale, N. C.-----	Madison, N. C.-----	11.39	
Furnace Branch, Greensboro, N.C.-----	Proximity Mills, N. C.-----	2.02	
Granite Quarry Branch, Mt. Airy, N. C.-----	Granite Quarry-----	2.02	165.12
Ensley Southern Railway—			
Ensley, Ala.-----	Near Warrior River, Ala-----	19.22	
Parrish, Ala.-----	Near Little Warrior River, Ala.-----	9.24	28.46
Total-----			465.16

## LINE OPERATED UNDER LEASE FOR SPECIFIED SUM.

North Carolina Railroad—			
Goldsboro, N. C.-----	Charlotte, N. C.-----	222.44	
Caraleigh Junction, N. C.-----	Caraleigh Mills, N. C.-----	1.90	
Atlanta and Charlotte Air Line—			
Charlotte, N. C.-----	Atlanta, Ga.-----	267.30	

## PROPERTY OPERATED—Continued.

## LINE OPERATED UNDER LEASE FOR SPECIFIED SUM—Continued.

Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Road Named.
From—	To—		
Franklin and Pittsylvania Railroad—			
Pittsville, Va. -----	Rocky Mount, Va. -----	29.90	
Atlantic and Danville Railway—			
Danville, Va. -----	West Norfolk, Va. -----	205.10	
James River Junction, Va. -----	Claremont Wharf, Va. (N. G.) -----	50.36	
Hitchcock Branch Jet., Va. -----	Hitchcock Mills, Va. -----	8.33	
Buffalo Junction, Va. -----	Buffalo Lithia Springs, Va. -----	3.90	
Shoulders Hill, Va. -----	Shops, Va. -----	10.02	
N. & S. C. R. R., Virgilina, Va. ---	Mines, N. C. -----	4.45	
Lockhart Railroad—			
Lockhart Junction, S. C. -----	Lockhart, S. C. -----	13.81	
Total -----	-----		817.51

LINE OPERATED UNDER CONTRACT, OR WHERE THE RENT IS CONTINGENT UPON EARNINGS  
OR OTHER CONSIDERATIONS.

Roswell Railroad—			
Chamblee, Ga. -----	Roswell, Ga. (N. G.) -----	9.80	
Morgans Falls Branch -----	-----	2.75	
Total -----	-----		12.55

## LINES OPERATED UNDER TRACKAGE RIGHTS.

Baltimore and Potomac Railroad—			
Washington, D. C. -----	South End Long Bridge -----	2.05	
Washington Southern Railroad—			
South End Long Bridge -----	Alexandria, Va. -----	4.90	
Central of Georgia Railway—			
Peters Street -----	Union Depot, Atlanta, Ga. -----	.67	
Central Junction -----	West Broad Street, Savannah, Ga. --	3.37	
Augusta and Summerville Railroad—			
Entrance to Union Depot, Au- gusta, Ga. -----	-----	.51	
Georgia Railroad—			
Entrance to Union Depot, Au- gusta, Ga. -----	-----	.23	
Entrance to Union Depot, At- lanta, Ga. -----	-----	.87	

## PROPERTY OPERATED—Continued.

## LINES OPERATED UNDER TRACKAGE RIGHTS—Continued.

Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
From—	To—		
Western and Atlantic Railroad—			
W. and A. Crossing, Ga. -----	Dalton, Ga. -----	.20	
Alabama Great Southern Railroad—			
Woodlawn, Ala. -----	Birmingham, Ala. -----	3.60	
Birmingham, Ala. -----	Mobile Junction, Ala. -----	14.97	
York, Ala. -----	Meridian, Miss. -----	27.16	
Central Passenger Station -----	Louisa Street, Chattanooga, Tenn. --	.40	
Louisville and Nashville Railroad—			
Entrance to Union Depot, Bir- mingham, Ala. -----	-----	.52	
L. and N. Junction -----	Union Depot, Florence, Ala. -----	.20	
Cumberland Gap, Tenn. -----	Middleboro, Ky. -----	4.41	
Lipscomb Street -----	Passenger Station, Mobile, Ala. ----	.75	
Middleboro Belt—Bennett's Fork --	-----	9.81	
Norfolk and Carolina Railroad—			
Tarboro, N. C. -----	Pinner's Point, Va. -----	99.50	
Wilmington and Weldon Railroad—			
Selma, N. C. -----	Tarboro, N. C. -----	54.88	
Chicago and Alton Trackage, near East St. Louis. -----	-----	.70	
Nashville, Chattanooga and St. Louis Railway—			
Louisa Street, Chattanooga, Tenn. --	Stevenson, Ala. -----	38.00	
Charleston and Savannah Railway—			
Hardeeville, S. C. -----	Central Junction, Ga. -----	16.70	
Atlantic Coast Line Railroad—			
Four-mile Crossing -----	Union Station, Brunswick, Ga. ----	2.94	
St. Louis Terminal R. R. Association—			
East St. Louis, Ill. -----	-----	3.18	
East St. Louis and Cairo Railroad—			
Relay Junction -----	Broadway, East St. Louis -----	.10	
Jacksonville and St. Louis Railway—			
Centralia, Ill. -----	-----	1.80	
Baltimore and Ohio Southwestern R. R.			
New Albany, Ind. -----	-----	.06	
Central Junction, Ga. -----	Jacksonville, Fla. -----	152.08	
Entrance to Savannah Union Sta- tion. -----	-----	.72	

## PROPERTY OPERATED—Continued.

## LINES OPERATED UNDER TRACKAGE RIGHTS—Continued.

Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
From—	To—		
Jacksonville Terminal Company-----	-----	1.47	
Illinois Central Railroad—			
11th Street -----	7th Street Station, Louisville, Ky.---	.50	
Entrance to Calhoun Street Station, Memphis, Tenn.-----	-----	.33	
St. Johns River Terminal Co.-----	-----	5.99	
Kentucky and Indiana Bridge and Railroad—			
Vincennes St., New Albany, Ind.---	11th Street, Louisville, Ky. -----	3.00	
Louisville, Ky.-----	-----	6.90	
Savannah Union Station Company—			
Central Junction -----	Union Depot, Savannah, Ga. -----	5.38	
Total -----	-----		468.85
Total mileage operated -----	-----		7,136.98

## CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate—Per Cent.	Amount.
Capital Stock—Common-----	1,200,000	\$ 100.00	\$120,000,000	\$120,000,000	-----	\$-----
Preferred ----	600,000	100.00	60,000,000	60,000,000	5	3,000,000
Total -----	1,800,000	-----	180,000,000	180,000,000	-----	3,000,000

## Manner of Payment for Capital Stock.

Manner of Payment for Capital Stock.		Total Number Shares Issued and Outstanding.
Issued for reorganization—Common -----		\$ 1,200,000
Preferred -----		500,000
Issued for acquisition of stock of Alabama Great Southern Railway Co.—preferred-----		43,000
Issued for purchase of Memphis and Charleston property—preferred -----		29,904
Issued for purchase of stock of South Carolina and Georgia R. R.—preferred-----		27,096
Total -----		1,800,000

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Rate, Per Cent.	When Payable.	Interest.	
	Date of Issue.	When Due.						Amount Accrued During Year.	Amount Paid During Year.
Southern Railway, first consolidated mortgage-----	1894	1994	\$120,000,000	\$ 38,736,000	\$ 38,736,000	5	Jan.-July	\$ 1,750,458.33	\$1,750,458.33
Southern Railway, first consolidated—Series B-----	1894	1994	-----	2,001,000	2,001,000	4	Jan.-July	-----	-----
Southern Railway, first E. T. reorganization mortgage----	1894	1938	4,500,000	4,500,000	4,500,000	5	Mar.-Sept.	225,000.00	225,000.00
Southern Railway, M. Div., first mortgage-----	1898	1996	8,000,000	5,283,000	5,283,000	4½-5	Jan.-July	230,947.50	230,947.50
Southern Railway, M. Div., second mortgage-----	1898	1996	2,500,000	1,500,000	1,500,000	5	April-Oct.	pledged	pledged
Southern Railway, Aiken Branch, first mortgage-----	1898	1998	200,000	150,000	150,000	4	Jan.-July	6,000.00	6,000.00
Southern Railway, St. Louis Div., first mortgage-----	1900	1951	15,000,000	11,750,000	11,750,000	4	Jan.-July	450,000.00	450,000.00
Southern Railway, M. & O., collateral mortgage-----	1901	1938	9,500,000	7,996,000	7,996,000	4	Mar.-Sept.	319,026.66	318,400.00
Southern Railway, Col. Trust mortgage-----	1901	1906	4,000,000	4,000,000	4,000,000	4	July-Dec.	160,000.00	160,000.00
L. & N., Southern Mon., junction bonds-----	1902	1952	7,750,000	5,894,321	5,894,321	4	Jan.-July	233,036.24	233,036.24
Richmond & Danville, consolidated bonds-----	1874	1915	6,000,000	5,997,000	5,997,000	6	Jan.-July	359,820.00	359,820.00
Richmond & Danville, debenture bonds-----	1882	1927	4,000,000	3,368,000	3,368,000	5	April-Oct.	168,400.00	168,400.00
Richmond & Danville, Eq. S. F., bonds-----	1887	1909	2,500,000	1,582,000	375,000	5	Mar.-Sept.	20,856.39	19,950.00
W. O. & W., first mortgage-----	1884	1924	1,250,000	1,025,000	1,025,000	4	Feb.-Aug.	41,000.00	41,000.00
R. Y. R. & C., first mortgage-----	1894	1910	400,000	400,000	400,000	5	Jan.-July	20,000.00	20,000.00
R. Y. R. & C., second mortgage-----	1880	1910	500,000	500,000	500,000	4½	May-Nov.	22,500.00	22,500.00
A. T. & O., first mortgage-----	1883	1913	150,000	150,000	150,000	6	April-Oct.	9,000.00	9,000.00
W. N. C., first mortgage-----	1884	1914	3,856,000	2,531,000	2,531,000	6	Jan.-July	151,860.00	151,860.00
C. C. & A., first mortgage-----	1895	1909	2,000,000	2,000,000	1,407,500	5	Jan.-July	71,900.00	71,900.00
C. C. & A., second mortgage-----	1872	1910	500,000	500,000	500,000	7	April-Oct.	35,000.00	35,000.00

## FUNDED DEBT—Continued.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Rate, Per Cent.	When Payable.	Interest.	
	Date of Issue.	When Due.						Amount Accrued During Year.	Amount Paid During Year.
C. and G., first mortgage-----	1881	1916	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	6	Jan.-July	\$ 120,000.00	\$ 120,000.00
E. T., V. and G., first mortgage-----	1870	1930	-----	3,106,000	3,106,000	5	Jan.-July	155,300.00	155,300.00
E. T., V. and G., consolidated mortgage-----	1886	1936	16,877,000	12,770,000	12,770,000	5	May-Nov.	638,500.00	638,500.00
Alabama Central, first mortgage-----	1879	1918	-----	1,000,000	1,000,000	6	Jan.-July	60,000.00	60,000.00
Georgia Pacific, first mortgage-----	1882	1922	* 10,000	5,660,000	5,660,000	6	Jan.-July	339,600.00	339,600.00
Georgia Pacific, Eg. S. F., mortgage-----	1889	1904	†-----	-----	-----	-----	-----	453.33	-----
H. and O., first mortgage-----	1885	1925	2,000,000	2,000,000	2,000,000	6	Jan.-July	120,000.00	120,000.00
A. and Y., first mortgage-----	1887	1949	1,500,000	1,500,000	1,500,000	4	April-Oct.	60,000.00	60,000.00
V. M., Series A mortgage-----	1881	1906	600,000	600,000	600,000	6	Mar.-Sept.	36,000.00	36,000.00
V. M., Series B mortgage-----	1881	1911	1,900,000	1,900,000	1,900,000	6	Mar.-Sept.	114,000.00	114,000.00
V. M., Series C mortgage-----	1881	1916	1,100,000	1,100,000	1,100,000	6	Mar.-Sept.	66,000.00	66,000.00
V. M., Series D mortgage-----	1881	1921	950,000	950,000	950,000	5	Mar.-Sept.	47,500.00	47,500.00
V. M., Series E mortgage-----	1881	1926	1,775,000	1,775,000	1,774,000	5	Mar.-Sept.	88,708.33	88,725.00
V. M., Series F mortgage-----	1881	1931	• 1,310,000	1,310,000	1,310,000	5	Mar.-Sept.	65,500.00	65,500.00
General mortgage-----	1886	1936	12,500,000	4,859,000	4,859,000	5	May-Nov.	242,950.00	242,950.00
C. and R., mortgage-----	1879	1913	500,000	500,000	277,500	6	Jan.-July	†-----	-----
Total mortgage bonds-----	-----	-----	-----	140,893,321	138,870,321	-----	-----	6,429,321.78	6,427,347.07
Total miscellaneous obligations-----	-----	-----	-----	-----	8,800,000	-----	-----	232,511.11	177,200.00
Grand total-----	-----	-----	-----	140,893,321	147,670,321	-----	-----	6,661,832.89	6,604,547.07

\* Per mile. † All retired during fiscal year 1903.

† Annual rental \$35,300, out of which trustee pays interest and retires bonds.

**FUNDED DEBT—Continued.**  
**EQUIPMENT TRUST OBLIGATIONS.**

**A. GENERAL STATEMENT.**

Series or Other Designation.	Date of Issue.	Term.	Number of Payments.	Equipment Covered.	Remarks.
American Equipment Co.-----	January, 1901-----	-----	28	300 H. B. coal cars-----	Quarterly.
Southern Railway Car Trust—Series A-----	November, 1900-----	7 years-----	14	83 locomotives, 2,100 coal, 800 box, 500 flat cars-----	Semi-annually.
Southern Railway Car Trust—Series B-----	October, 1901-----	7 years-----	14	35 locomotives, 50 ballast, 1,000 coal, 175 flat, 500 P. box, 30 refrigerator cars-----	Semi-annually.
Southern Railway Car Trust—Series C-----	December, 1902-----	7 years-----	14	89 locomotives, 2,500 coal, 500 P. box, 200 road service cars-----	Semi-annually.
American Car and Foundry Co.-----	August, 1903-----	-----	36	18 coaches, 2 dining, 13 baggage and express, 6 passenger and baggage cars-----	3 note, monthly.

**B. STATEMENT OF AMOUNT.**

Series or Other Designation.	Cash Paid on Delivery of Equipment.	Deferred Payments—Principal.		Deferred Payments—Interest.	
		Original Amount.	Amount Outstanding.	Amount Accrued During Year.	Rate, Per Cent.
American Equipment Co.-----	\$-----	\$ 60,000.00	\$ *40,714.34	\$-----	-----
Southern Railway Car Trust—Series A-----	864,717.00	3,864,717.00	†1,912,000.00	86,406.66	4
Southern Railway Car Trust—Series C-----	944,376.00	4,144,396.00	†2,977,000.00	32,533.97	4
Southern Railway Car Trust—Series B-----	698,336.50	3,098,336.50	†1,870,000.00	79,944.45	4
American Car and Foundry Co.-----	-----	347,627.50	†222,095.47	-----	-----
Total-----	-----	11,515,077.00	7,021,809.81	198,885.08	198,467.96

\*Interest included in mortgages.

†Not in book except as accrued.

‡Interest included in notes.

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued Dur- ing Year.	Amount Paid During Year.
Mortgage bonds -----	\$ 140,893,321.00	\$ 138,870,321.00	\$ 6,429,321.78	\$ 6,427,347.07
Miscellaneous obligations -----		8,800,000.00	232,511.11	177,200.00
Equipment trust obligations ---	11,515,077.00	7,021,809.81	198,885.08	198,467.96
Total -----	152,408,398.00	154,692,130.81	6,860,717.97	6,803,015.03

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS.	
Cash -----	\$ 3,932,522.82
Bills receivable -----	183,107.86
Due from agents -----	988,893.12
Due from solvent companies and individuals -----	549,449.61
Net traffic balances due from other companies -----	54,132.52
Other cash assets (excluding "material and supplies") 1 -----	2,413,000.00
Total—cash and current assets -----	8,121,105.93
Total -----	8,121,105.93
CURRENT LIABILITIES.	
Audited vouchers and accounts -----	2,535,482.27
Wages and salaries -----	1,504,585.38
Matured interest coupons unpaid -----	2,133,533.02
Rents due July 1 -----	166,466.65
Total—current liabilities -----	6,340,067.32
Balance—cash assets -----	1,781,038.61
Total -----	8,121,105.93

1 Materials and supplies on hand, \$2,671,849.03.

## RECAPITULATION.

## A. FOR MILEAGE OWNED BY ROAD.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount Per Mile of Line.	
			Miles.	Amount.
Capital stock -----	\$180,000,000.00	\$180,000,000.00	4,863.50	\$ 37,010
Bonds -----	147,670,321.00	147,670,321.00	4,863.50	30,363
Equipment trust obligations -----	7,021,809.81	7,021,809.81	4,863.50	1,444
Total -----	334,692,130.81	334,692,130.81	4,863.50	68,817

## B. FOR MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Total.	Amount Per Mile of Line.	
				Miles.	Amount.
Southern Railway Co.-----	\$180,000,000.00	\$147,670,321.00	\$327,670,321.00	4,844.12	\$ 67,643
Southern Railway—Carolina Division.	4,176,200.00	11,359,500.00	15,535,700.00	714.42	21,746
Mobile and Birmingham Railroad.	1,800,000.00	1,800,000.00	3,600,000.00	150.35	23,944
Richmond and Mecklenburg Railroad.	357,900.00	315,000.00	672,900.00	31.30	21,498
Georgia Midland Railroad---	1,000,000.00	1,650,000.00	2,650,000.00	97.88	27,074
North Carolina Railroad ----	4,000,000.00	-----	4,000,000.00	224.34	17,830
A. & C. Air Line Railway---	1,700,000.00	5,500,000.00	7,200,000.00	267.30	26,936
Franklin and Pittsylvania Railroad.	200,000.00	100,000.00	300,000.00	29.90	10,033
Atlantic and Danville Railroad.	3,420,480.00	3,925,000.00	7,345,480.00	282.16	26,033
Lockhart Railroad -----	-----	-----	-----	13.81	-----
Roswell Railroad-----	75,000.00	128,000.00	203,000.00	12.55	16,175
Total -----	196,729,580.00	172,447,821.00	369,177,401.00	6,668.13	55,364

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.			Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost Per Mile.
	Included in Operating Expenses.	Not Included in Operating Expenses.	Charged to In- come Account as Permanent Improvements.			
CONSTRUCTION—						
Engineering .....	\$	\$	\$ 1,983.25	\$	\$	\$
Right of way and station grounds .....	1,025.00					
Real estate .....			598,671.78			
Grading .....		135,000.00				
Station buildings and fixtures .....	112,455.90					
Bridges, trestles and culverts .....	39,542.02					
New sidings .....	103,327.76					
Double tracking .....			247,306.89			
Redemption grades and curvature .....			408,083.37			
New yards .....			519,496.42			
Additions to yards .....			183,141.76			
Track laying and surfacing, K. and A. extension .....			94,231.81			
Nashville and Mississippi Delta Branch .....			56.50			
Littleton extension .....			128,519.20			
_____ extension .....			21,890.57			
Telegraph lines .....			364.58			
			890.53			

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS—Continued.

Item.	Expenditures During Year.				Total Cost to June 20, 1902.	Total Cost to June 30, 1903.	Cost Per Mile.
	Not Included in Operating Expenses.		Charged to come Account as Permanent Improvements.	Charged to Construction or Equipment.			
	Included in Operating Expenses.						
CONSTRUCTION—Continued.							
Cedar Bluff extension	\$	\$	\$	30,517.36	\$	\$	\$
Shops, roundhouses and turntables	34,907.25			17,599.17			
Shop machinery and tools	19,571.55			18,275.58			
Rock Run extension				14,314.60			
Spring Garden extension				16,807.56			
Woodlawn-Bessemer Branch				672.95			
Mobile Junction Branch				216.75			
Jasper Branch Lick Line				5,740.71			
Ballast	67,868.69						
Right of way	4,037.48						
Gas-making plants	206.04						
Miscellaneous structures	27,155.55						
Interlocking or signal apparatus	4,291.12						
Water station	51,935.20						
Fuel	27,028.00						
Total construction	493,357.56	135,000.00	2,308,781.34		264,417,499.67	265,694,927.65	54,630.40

EQUIPMENT—						
Locomotives-----	270,883.27					
Passenger cars-----	184,814.53					
Freight cars-----	894,630.15					
Total equipment-----	1,350,327.95		1,326,102.68	15,014,163.47	16,296,301.15	3,350.74
Total construction-----	493,357.56	135,000.00	2,308,781.34	264,417,499.67	285,694,927.65	54,630.40
Grand total cost construction, equipment, etc.-----	1,843,685.51	135,000.00	3,634,884.02	279,431,663.14	281,991,228.80	57,981.14

Total cost construction, equipment, etc., State of North Carolina—not divided as between States.

## INCOME ACCOUNT.

Gross earnings from operation-----	\$42,338,247.98	
Less operating expenses-----	29,786,069.33	
Income from operation-----		\$ 12,552,178.65
Dividends on stocks owned-----	755,549.79	
Interest on bonds owned-----	735,923.99	
Miscellaneous income—less expenses-----	55,485.95	
Income from other sources-----		1,546,959.73
Total income-----		14,099,138.38
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued-----	6,860,717.97	
Interest on interest-bearing current liabilities accrued-----	121,609.41	
Rents paid for lease of road-----	1,412,951.04	
Taxes-----	1,187,258.77	
Other deductions-----	809,124.13	
Total deductions from income-----		10,391,661.32
Net income-----		3,707,477.06
Dividends, 5 per cent.—preferred stock-----	3,000,000.00	
Total-----		3,000,000.00
Surplus from operations of year ending June 30, 1903-----		707,477.06
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Report]-----		6,510,894.88
Deductions for year-----		1,255,810.37
Surplus on June 30, 1903 [for entry on "General Balance Sheet"]-----		5,962,561.51
OTHER DEDUCTIONS—		
Dividend accrued on M. & O. stock trust certificates-----	160,309.50	
Improvements and betterments not capitalized-----	135,000.00	
Improvement on Southern Railway, Carolina Division—funded debt paid by this company out of net earnings Southern Railway, Carolina Division-----	508,070.00	
Miscellaneous-----	5,744.63	
Total-----		809,124.13
DEDUCTIONS FOR YEAR—		
Premium on sale Southern Railway bonds-----	292,208.33	
Profit on other securities sold and miscellaneous accounts-----	163,478.88	
Total-----		455,687.21
Deduct miscellaneous accounts written down and cost acquisition and exchange Chi. Ind. and L. Ry. stock-----	211,497.58	
Dividend No. 10—2½ per cent. on preferred stock-----	1,500,000.00	
Total-----		1,711,497.58
Net deductions-----		1,255,810.37

## EARNINGS FROM OPERATION—State of North Carolina.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
<b>PASSENGER—</b>			
Passenger revenue-----	\$ 869,563.28		
Less repayments—			
Tickets redeemed-----			
Excess fares refunded-----		\$ 2,568.35	
Other repayments-----			
Total deductions-----		2,568.35	
Total passenger revenue-----			\$ 866,994.93
Mail-----			129,063.72
Express-----			69,954.62
Extra baggage and storage-----			12,817.56
Other items, news privilege-----			1,494.02
Total passenger earnings-----			1,080,324.85
<b>FREIGHT—</b>			
Freight revenue-----	3,043,717.83		
Less repayments—			
Overcharge to shippers-----			
Other repayments-----		\$ 62,246.16	
Total deductions-----		62,246.16	
Total freight revenue-----			2,981,471.67
Total freight earnings-----			2,981,471.67
Total passenger and freight earnings-----			4,061,796.52
<b>OTHER EARNINGS FROM OPERATION—</b>			
Switching charges, balance-----			2,261.50
Hire of equipment, balance-----			3,855.56
Rents from tracks, yards and terminals-----			582.81
Rents not otherwise provided for-----			810.56
Other sources-----			13,258.76
Total other earnings-----			16,246.19
Total gross earnings from operation—North Carolina-----			4,078,042.71
Total gross earnings from operation—entire line-----			42,338,247.98

## RENTALS RECEIVED

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks-----	Hickory, N. C. -----	Car. and N. W. R. R.---	\$ 342.81	\$ 342.81
Total -----				
Terminals-----	Hickory, N. C. -----	Car. and N. W. R. R.---	240.00	240.00
Total -----				
Grand total rents received.				582.81

## MISCELLANEOUS INCOME.

Item.	Amount.
Net from companies and other property-----	\$ 29,289.18
Earnings from Sheaphead's Ferry, Alexandria, Va. -----	17,960.77
Earnings--other sources-----	8,236.00
Total-----	55,485.95

## OPERATING EXPENSES.

Item.	Amount.
<b>MAINTENANCE OF WAY AND STRUCTURES—</b>	
Repairs of roadway-----	\$ 2,727,120.01
Renewals of rails-----	400,863.91
Renewals of ties-----	790,789.01
Repairs and renewals of bridges and culverts-----	1,185,293.44
Repairs and renewals of fences, road crossings, signs and cattle guards-----	55,084.39
Repairs and renewals of buildings and fixtures-----	524,641.10
Repairs and renewals of docks and wharves-----	14,124.98
Repairs and renewals of telegraph-----	7,058.09
Stationery and printing-----	10,686.58
Other expenses-----	127.24
Total-----	5,715,788.75
<b>MAINTENANCE OF EQUIPMENT—</b>	
Superintendence-----	130,759.07
Repairs and renewals of locomotives-----	2,890,658.39
Repairs and renewals of passenger cars-----	825,696.63
Repairs and renewals of freight cars-----	2,772,200.93
Repairs and renewals of work cars-----	20,802.03
Repairs and renewals of marine equipment-----	16,645.14
Repairs and renewals of shop machinery and tools-----	187,713.58
Stationery and printing-----	9,940.17
Other expenses-----	49,834.13
Total-----	6,904,250.07
<b>CONDUCTING TRANSPORTATION—</b>	
Superintendence-----	656,053.52
Engine and roundhouse men-----	2,787,639.48
Fuel for locomotives-----	3,161,873.90
Water supply for locomotives-----	189,245.64
Oil, tallow and waste for locomotives-----	122,688.65
Other supplies for locomotives-----	65,240.49
Train service-----	1,832,378.84
Train supplies and expenses-----	528,246.95
Switchmen, flagmen and watchmen-----	790,773.46
Telegraph expenses-----	584,164.04
Station service-----	1,505,046.22
Station supplies-----	119,118.89
Car mileage, balance-----	278,622.40

## OPERATING EXPENSES—Continued.

Item.	Amount.
CONDUCTING TRANSPORTATION—Continued.	
Loss and damage -----	\$ 697,500.49
Injuries to persons-----	727,809.59
Clearing wrecks -----	80,706.63
Operating marine equipment -----	59,307.22
Advertising -----	76,438.58
Outside agencies-----	514,169.30
Commissions -----	3,865.29
Rents for tracks, yards and terminals -----	709,685.29
Rents of buildings and other property-----	40,432.74
Stationery and printing-----	231,353.99
Other expenses -----	12,580.74
Total -----	15,774,942.34
GENERAL EXPENSES—	
Salaries of general officers-----	227,706.80
Salaries of clerks and attendants -----	452,888.15
General office expenses and supplies -----	74,608.39
Insurance -----	209,701.38
Law expenses-----	233,366.25
Stationery and printing (general offices)-----	77,935.41
Other expenses -----	114,881.79
Total -----	1,391,088.17
RECAPITULATION OF EXPENSES—	
Maintenance of way and structures -----	5,715,788.75
Maintenance of equipment-----	6,904,250.07
Conducting transportation-----	15,774,942.34
General expenses -----	1,391,088.17
Grand total -----	29,786,069.33
Percentage of expenses to earnings—entire line-----	70.35
OPERATING EXPENSES—STATE OF NORTH CAROLINA—	
Maintenance of way and structures -----	550,302.92
Maintenance of equipment-----	642,609.30
Conducting transportation-----	1,183,534.51
General expenses -----	130,415.87
Other expenses -----	84,721.27
Total -----	2,591,583.87
Percentage of expenses to earnings—North Carolina-----	63.55

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.		ASSETS.		June 30, 1903.		Year Ending June 30, 1903.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
\$-----	\$ 264,417,499.67	Cost of road-----		\$-----	\$ 265,674,927.65	\$ 1,277,427.98	\$-----
-----	15,014,163.47	Cost of equipment-----		-----	16,296,301.15	1,282,137.68	-----
-----	20,804,145.71	Stocks owned-----		-----	23,581,178.67	2,777,082.96	-----
-----	20,743,104.32	Bonds owned-----		-----	31,794,023.06	11,050,918.74	-----
-----	23,749,267.31	Cost of road (leasehold estates), per contract-----		-----	29,627,562.31	5,878,295.00	-----
-----	1,390,732.69	Equipment (leased and controlled lines), per contract-----		-----	1,621,937.69	131,205.00	-----
-----	7,609,791.21	Cash and current assets-----		-----	8,121,105.93	511,314.72	-----
=====	=====	OTHER ASSETS.		=====	=====	=====	=====
2,134,278.54	-----	Materials and supplies-----		2,671,849.03	-----	537,570.49	-----
128,656.63	-----	Sinking fund-----		66,178.36	-----	62,478.27	-----
8,563.71	2,271,498.88	Sundries-----		5,234.76	2,743,362.15	3,328.95	-----
-----	194,130.85	Bills receivable, deferred, not secured-----		-----	434,978.47	240,847.64	-----
-----	5,050,874.88	Southern Railway trust equipment-----		-----	7,021,809.81	1,970,934.93	-----
-----	255,000.00	Insurance fund in hands of trustee-----		-----	275,000.00	20,000.00	-----
-----	194,033.08	Sundry accounts-----		-----	133,099.57	60,933.51	-----
-----	329,284.11	Advances to subsidiary companies-----		-----	349,258.25	19,974.14	-----
-----	105,986.67	Income accrued not due-----		-----	106,613.33	626.66	-----
-----	362,129,512.85	Grand total-----		-----	387,701,058.06	25,571,545.21	-----

## COMPARATIVE GENERAL BALANCE SHEET—Continued.

June 30, 1902.	LIABILITIES.	Year Ending June 30, 1903.		
		Total.	Increase.	Decrease.
\$180,000,000.00	Capital stock -----	\$180,000,000.00	\$-----	\$-----
4,932,600.00	Mobile and Ohio Stock Trust Certificate.	4,932,600.00	-----	-----
136,568,997.64	Funded debt -----	154,692,130.81	18,123,133.17	-----
6,048,149.58	Current liabilities -----	6,340,067.32	291,917.74	-----
776,711.49	Accrued interest on funded debt and accrued rentals not yet payable.	847,617.33	70,905.84	-----
439,960.79	Taxes accrued not due -----	493,141.03	53,180.24	-----
1,433,569.17	Reserve account -----	1,458,087.99	24,518.82	-----
25,140,000.00	Outstanding securities of leasehold estates.	31,149,500.00	6,009,500.00	-----
121,629.30	Sundry accounts -----	129,330.55	7,701.25	-----
-----	Reserves for dividend No. 12, 2½ per cent. on preferred stock, payable in October, 1903.	1,500,000.00	1,500,000.00	-----
107,000.00	Unpaid balance purchase price (N. E. R. R. of Ga.).	107,000.00	-----	-----
50,000.00	Unpaid balance on real estate -----	75,000.00	25,000.00	-----
-----	Unpaid balance (Hartwell, Ind., Branch).	14,021.46	14,021.46	-----
6,510,894.88	Profit and loss -----	5,962,561.57	-----	548,333.31
362,129,512.85	Grand total -----	387,701,058.06	25,571,545.21	548,333.31

## EMPLOYEES AND SALARIES—State of North Carolina.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
Officers-----	83	29,292	\$ 80,046.84	\$ 2.73
Station agents-----	149	52,560	103,766.76	1.97
Other station men-----	780	275,844	205,575.48	.75
Enginemen-----	180	63,300	264,540.36	4.18
Firemen-----	188	65,976	122,426.52	1.86
Conductors-----	132	46,404	145,358.64	3.13
Other trainmen-----	317	112,536	190,446.60	1.69
Machinists-----	132	44,016	121,892.52	2.77
Carpenters-----	277	91,428	138,530.28	1.52
Other shopmen-----	527	182,835	247,733.51	1.35
Section foremen-----	204	73,908	98,098.20	1.33
Other trackmen-----	1,352	309,612	246,539.52	.80
Switchmen, flagmen and watchmen-----	201	70,752	113,913.36	1.61
Telegraph operators and dispatchers-----	130	46,404	86,950.92	1.87
All other employees and laborers-----	149	51,108	35,799.72	.70
Total (including "General Officers")—North Carolina.	4,801	1,515,975	2,201,619.23	1.45
Total (excluding "General Officers")—North Carolina.	4,801	1,515,975	2,201,619.23	1.45
DISTRIBUTION OF ABOVE—				
General administration-----	83	29,292	80,046.84	2.73
Maintenance of way and structures-----	1,683	423,732	398,341.92	.94
Maintenance of equipment-----	640	214,983	374,267.03	1.74
Conducting transportation-----	2,395	847,968	1,348,963.44	1.59
Total (including "General Officers")—North Carolina.	4,801	1,515,975	2,201,619.23	1.45
Total (excluding "General Officers")—North Carolina.	4,801	1,515,975	2,201,619.23	1.45
Total (including "General Officers")—entire line.	30,821	9,709,685	16,231,210.96	1.67

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Number Passengers, Car Mileage, Tonnage, Number Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	1,011,183	-----	-----	-----
Number of passengers carried one mile-----	36,008,391	-----	-----	-----
Number of passengers carried one mile per mile of road-----	50,771	-----	-----	-----
Average distance carried—miles-----	35.61	-----	-----	-----
Total passenger revenue-----	-----	866,994	93	-----
Average amount received from each passenger-----	-----	-----	85	741
Average receipts per passenger per mile-----	-----	-----	02	408
Total passenger earnings-----	-----	1,080,324	85	-----
Passenger earnings per mile of road-----	-----	1,523	24	-----
Passenger earnings per train mile-----	-----	1	15	904
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue-----	3,195,817	-----	-----	-----
Number of tons carried one mile-----	295,895,559	-----	-----	-----
Number of tons carried one mile per mile of road---	417,207	-----	-----	-----
Average distance haul of one ton—miles-----	92.59	-----	-----	-----
Total freight revenue-----	-----	2,981,471	67	-----
Average amount received for each ton of freight-----	-----	-----	93	293
Average receipts per ton per mile-----	-----	-----	01	008
Total freight earnings-----	-----	2,981,471	67	-----
Freight earnings per mile of road-----	-----	4,203	81	-----
Freight earnings per train mile-----	-----	1	99	500
TOTAL TRAFFIC—				
Gross earnings from operation-----	-----	4,078,042	71	-----
Gross earnings from operation per mile of road-----	-----	5,749	95	-----
Gross earnings from operation per train mile-----	-----	1	68	059
Operating expenses-----	-----	2,506,862	60	-----
Operating expenses per mile of road-----	-----	3,534	63	-----
Operating expenses per train mile-----	-----	1	03	309

## TRAFFIC AND MILEAGE STATISTICS—Entire Line.

Item.	Column for Number Pas- sengers, Ton- nage, Car Mile- age, Number Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	9,676,346	-----	-----	-----
Number of passengers carried one mile-----	465,903,106	-----	-----	-----
Number of passengers carried one mile per mile of road.	65,350	-----	-----	-----
Average distance carried—miles-----	48.15	-----	-----	-----
Total passenger revenue-----		10,804,541	51	-----
Average amount received from each passenger-----		1	11	659
Average receipts per passenger per mile-----			02	319
Total passenger earnings-----		13,698,277	12	-----
Passenger earnings per mile of road-----		1,921	38	-----
Passenger earnings per train mile-----		1	03	109
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue-----	19,197,484	-----	-----	-----
Number of tons carried one mile-----	2,954,717,921	-----	-----	-----
Number of tons carried one mile per mile of road---	414,442	-----	-----	-----
Average distance haul of one ton—miles-----	153.91	-----	-----	-----
Total freight revenue-----		28,081,034	02	-----
Average amount received for each ton of freight-----		1	46	275
Average receipts per ton per mile-----				950
Total freight earnings-----		28,081,034	02	-----
Freight earnings per mile of road-----		3,938	77	-----
Freight earnings per train mile-----		1	83	703
TOTAL TRAFFIC—				
Gross earnings from operation-----		42,338,247	98	-----
Gross earnings from operation per mile of road-----		5,938	55	-----
Gross earnings from operation per train mile-----		1	48	184
Operating expenses-----		29,786,069	33	-----
Operating expenses per mile of road-----		4,177	93	-----
Operating expenses per train mile-----		1	04	251
Income from operation-----		12,552,178	65	-----
Income from operation per mile of road-----		1,760	62	-----

## FREIGHT TRAFFIC MOVEMENT—State of North Carolina.

Commodity.	Total Freight Tonnage.	
	Whole Tons.	Per Cent.
<b>PRODUCTS OF AGRICULTURE—</b>		
Grain-----	83,416	2.17
Flour-----	86,867	2.26
Other mill products-----	44,014	1.14
Hay-----	12,894	.34
Tobacco, leaf-----	39,680	1.03
Cotton-----	138,039	3.59
Fruit and vegetables-----	66,266	1.72
Melons-----	13,633	.35
Cotton seed-----	18,042	.47
Cotton seed meal, cake and hulls-----	48,985	1.27
<b>PRODUCTS OF ANIMALS—</b>		
Live stock-----	13,468	.48
Dressed meats-----	1,501	.04
Other packing-house products-----	19,403	.50
Poultry, game and fish-----	2,866	.07
Wool-----	4,637	.12
Hides and leather-----	13,756	.36
<b>PRODUCTS OF MINES—</b>		
Anthracite coal-----	4,891	.13
Bituminous coal-----	971,683	25.26
Coke-----	20,893	.54
Ores-----	37,790	.98
Stone, sand and other like articles-----	85,260	2.22
Marble-----	6,147	.16
Barytes, kaolin and talc-----	31,350	.82
<b>PRODUCTS OF FOREST—</b>		
Lumber and logs-----	800,754	20.82
Charcoal-----	358	.01
Shingles, staves and headings-----	13,450	.35
<b>MANUFACTURES—</b>		
Petroleum and other oils-----	15,820	.41
Sugar and molasses-----	17,844	.46
Naval stores-----	3,986	.10
Iron, pig and bloom-----	78,506	2.04
Iron and steel rails-----	16,634	.43
Other castings and machinery-----	62,344	1.62
Bar and sheet metal-----	50,384	1.31
Cement, brick and lime-----	88,424	2.30

## FREIGHT TRAFFIC MOVEMENT—State of North Carolina—Continued.

Commodity.	Total Freight Tonnage.	
	Whole Tons.	Per Cent.
MANUFACTURES—Continued.		
Agricultural implements -----	5,590	.14
Wagons, carriages, tools, etc.-----	10,315	.27
Wines, liquors and beers-----	12,140	.32
Household goods and furniture-----	35,750	.93
Manufactured tobacco-----	25,748	.67
Fertilizers-----	151,036	3.93
MERCHANDISE-----	314,927	8.19
Cotton factory products-----	170,443	4.43
Cotton bagging and ties-----	4,525	.12
MISCELLANEOUS—		
Other commodities not mentioned above-----	197,469	5.13
Total tonnage—North Carolina-----	3,846,928	100.00
Total tonnage—entire line-----	19,197,484	100.00

## DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
LOCOMOTIVES OWNED AND LEASED—						
Passenger-----	13	272	272	Westinghouse-----	272	M. C. B.
Freight-----	70	678	670	do-----	670	do.
Switching-----	4	77	76	do-----	76	do.
Total locomotives in service-----	87	1,027	1,018		1,018	
Less locomotives leased-----	87	305	305		305	
Total locomotives owned-----		722	713		713	
CARS OWNED AND LEASED—						
IN PASSENGER SERVICE--						
First-class cars-----	18	336	335	do-----	335	do.
Second-class cars-----		108	106	do-----	106	do.
Combination cars-----	6	123	121	do-----	121	do.
Dining cars-----	2	15	15	do-----	15	do.
Parlor cars-----		1	1	do-----	1	do.
Baggage, express and postal cars-----	22	243	243	do-----	243	do.
Total-----	48	826	821		821	
IN FREIGHT SERVICE—						
Box cars-----	797	17,209	16,029	do-----	17,168	do.
Flat cars-----		2,782	2,217	do-----	2,697	do.
Stock cars-----		733	622	do-----	733	do.

Coal cars -----	2,425	15,502	14,092	Westinghouse -----	15,502	M. C. B.
Refrigerator cars -----		203	203	do -----	203	do.
Total -----	3,270	36,429	33,163		36,303	
IN COMPANY'S SERVICE--						
Officers' and pay cars -----		18	18	do -----	18	do.
Gravel cars -----	200	379	379	do -----	379	do.
Derrick cars -----	2	18	18	do -----	18	do.
Caboose cars -----	4	512	130	do -----	512	do.
Other road cars -----	1	738	141	do -----	738	do.
Total -----	207	1,665	686		1,665	
Total cars in service -----	3,525	38,920	34,670		38,789	
Less cars leased -----	3,470	11,319	11,267		11,319	
Total cars owned -----	55	27,601	23,403		27,470	

MILEAGE.  
A. MILEAGE OF LINE OPERATED BY STATES—(SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
District of Columbia						2.05	2.05			
Virginia	416.35	197.50	31.30	285.46		38.85	969.46		30.38	900.23
North Carolina	239.60	348.95	405.39	294.10		120.68	1,408.72		29.85	1,258.19
South Carolina	323.86	36.80	625.45	138.71		5.60	1,130.42		3.16	1,121.66
Georgia	472.85	185.78	148.84	99.24	12.55	146.52	1,065.78	5.67	.58	918.68
Florida						41.81	41.81			
Alabama	610.45	208.29	178.81			43.10	1,040.65	7.91	3.23	994.32
Mississippi	213.20	57.80				18.80	289.80		22.30	248.70
Tennessee	382.44	193.72	69.32			31.21	676.69		6.09	639.39
Kentucky	80.12	42.71				10.89	133.72			122.83
Indiana	118.28	93.09				3.56	214.93	2.40		211.37
Illinois	146.77	10.40				5.78	162.95			157.17
Total mileage operated (single track)	3,003.92	1,375.04	1,459.11	817.51	12.55	468.85	7,136.98	15.98	95.59	6,572.54

## MILEAGE—Continued.

## B. MILEAGE OF LINE OWNED BY STATES (SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Total Mileage Owned.	Rails.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Virginia -----	416.35	206.90	623.25	9.98	613.27
North Carolina-----	239.60	348.95	588.55	27.15	561.40
South Carolina-----	323.86	46.78	370.64	-----	370.64
Georgia -----	472.85	185.78	658.63	.58	658.05
Alabama -----	610.45	208.29	818.74	2.53	816.21
Mississippi-----	213.20	57.80	271.00	22.94	248.06
Tennessee -----	382.44	193.72	576.16	5.54	570.62
Kentucky-----	80.12	42.71	122.83	-----	122.83
Indiana -----	118.28	93.09	211.37	-----	211.37
Illinois -----	146.77	10.40	157.17	-----	157.17
Total mileage owned (single track)-----	3,003.92	1,394.42	4,398.34	68.72	4,329.62

## TAXES AND ASSESSMENTS OF ALL KINDS.

FOR REPORTING COMPANIES OWNED AND PROPRIETARY LINES.

State or Territory.	Ad Valorem Tax on the Value of Real and Personal Property.	Specific Tax.		On Property Owned, Not Used in Opera- tion, and Miscella- neous.	Internal Revenue U. S. Gov- ernment.	Total.
		On Gross or Net Earnings, Revenue, or Divi- dends.	On Traffic or Some Physical Quality of Prop- erty Op- erated or on Privilege.			
District of Columbia--	\$ 4,552.29	\$-----	\$-----	\$-----	\$-----	\$ 4,552.29
Virginia-----	160,776.89	5,965.96	324.63	1,077.74	315.93	167,829.29
North Carolina-----	169,320.84	5,939.57	-----	1,931.84	762.39	177,954.64
South Carolina-----	187,053.81	-----	2,520.00	6,930.06	525.07	197,028.94
Georgia-----	142,253.82	-----	-----	3,406.47	269.75	145,390.54
Florida-----	949.10	-----	-----	-----	.13	948.97
Alabama-----	161,389.56	-----	2,938.50	3,060.68	473.20	166,915.54
Mississippi-----	40,479.66	-----	6,445.38	-----	82.75	46,842.29
Tennessee-----	150,915.81	-----	4,520.00	-----	272.26	154,163.55
Kentucky-----	17,668.36	-----	-----	7,740.02	27.21	25,381.17
Indiana-----	67,693.26	-----	-----	-----	70.04	67,623.22
Illinois-----	32,689.41	-----	-----	-----	61.08	32,628.33
Total-----	1,135,742.81	11,905.53	16,748.51	24,146.81	284.89	1,187,258.77

## LINES CONTROLLED AND OPERATED BY LEASE OR OTHERWISE IN NORTH CAROLINA.

Atlantic and Yadkin Valley Railway Co.-----	165.12
Atlantic and Danville-----	22.00
Atlanta and Charlotte Air Line Railway Co.-----	43.16
High Point, Randleman, Ashboro and Southern Railroad Co.-----	26.80
North Carolina Railroad-----	224.34
North Carolina Midland Railroad Co.-----	53.62
North and South Carolina-----	4.45
Southern Railway—Carolina Division—(A. & S. and S. C. & G. Div.)-----	106.05
State University Railroad Co.-----	10.20
Yadkin Railroad Co. (including Copper Mine Branch)-----	43.70
Total-----	699.44

## Atlanta and Charlotte Air Line Railway Company.

### OFFICERS.

Title.	Name.	Location of Office.
President-----	Chas. S. Fairchild-----	New York.
Secretary-----	W. N. Wilmer-----	New York.
Treasurer-----	George Sherman-----	New York.
Auditor-----	H. H. Plant-----	Washington, D. C.

### DIRECTORS.

Chas. S. Fairchild, 46 Wall Street, N. Y.; Michael Jenkins, Baltimore, Md.; Herbert L. Griggs, 48 Wall Street, N. Y.; John A. Middleton, 21 Cortland Street, N. Y.; Edwin Lancaster, 10 Wall Street, N. Y.; George F. Canfield, 48 Wall Street, N. Y.; Hiram W. Sibley, 21 Exchange Street, Rochester, N. Y.; Frederick Cromwell, 32 Liberty Street, N. Y.; Henry Evans, 46 Cedar Street, N. Y.; George Sherman, 54 Wall Street, N. Y.; Robert L. Harrison, 59 Wall Street, N. Y. Until March 11, 1904.

### PROPERTY OPERATED—North Carolina.

Atlanta and Charlotte Air Line Railway Company, from Air Line Junction, Charlotte, N. C., to State Line, South Carolina (miles)-----	43.16
--	-------

### PROPERTY OPERATED—Entire Line.

Atlanta and Charlotte Air Line Railway Company, Air Line Junction, Charlotte, N. C., to Atlanta, Ga. (miles)-----	267.30
Georgia Railroad Company, entrance to Union Depot, Atlanta, Ga. (miles)-----	.87
Total-----	268.17

### CAPITAL STOCK.

Capital stock—common—number of shares authorized-----	17,000
Par value of shares-----	\$ 100.00
Total par value authorized-----	1,700,000.00
Total amount issued and outstanding-----	1,700,000.00
Dividend of 7 per cent. declared-----	119,000.00

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstand- ing.	Cash Realized on Amount Issued.	Rate Per Cent.	Interest.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First preferred mortgage	1897	1907	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	No record	4	April-Oct.	\$20,000.00	\$ 20,000.00
First mortgage	1877	1907	4,250,000.00	4,250,000.00	4,250,000.00	do	7	Jan.-July.	297,500.00	297,500.00
Total			4,750,000.00	4,750,000.00	4,750,000.00	do			317,500.00	317,500.00
Income mortgage, extended	1880	1907	750,000.00	750,000.00	750,000.00	do	4	April-Oct.	30,000.00	30,000.00
Total mortgage bonds			4,750,000.00	4,750,000.00	4,750,000.00				317,500.00	317,500.00
Total income bonds			750,000.00	750,000.00	750,000.00				30,000.00	30,000.00
Grand total			5,500,000.00	5,500,000.00	5,500,000.00				347,500.00	347,500.00

Total cost construction and equipment to June 30, 1903, \$7,200,000.00.  
 Cost per mile, \$26,936.03.

**RECAPITULATION.**  
**FOR MILEAGE OWNED.**

Account.	Amount Outstand- ing.	Miles.	Amount Per Mile.
Capital stock -----	\$ 1,700,000	267.30	\$ 6,339
Bonds -----	5,500,000	267.30	20,510
Total -----	7,200,000	-----	26,849

**INCOME ACCOUNT.**

Income from lease of road -----	\$ -----	\$ 470,500.00
Salaries and maintenance of organization -----	4,000.00	
Interest on funded debt -----	347,500.00	
Total deductions -----		351,500.00
Net income -----		119,000.00
Dividends, 7 per cent. on common stock -----		119,000.00

**OPERATION.**

Gross earnings from operation—North Carolina -----	\$ 513,570.90
Operating expenses, including taxes—North Carolina -----	337,582.13
Gross earnings—entire line -----	3,168,627.38
Operating expenses—entire line -----	2,038,746.47

**RECAPITULATION OF EXPENSES—North Carolina.**

Maintenance of way and structures -----	\$ 45,756.96
Maintenance of equipment -----	75,038.43
Conducting transportation -----	186,423.37
General expenses -----	15,929.51
Taxes -----	11,433.86
Total -----	337,582.13
Percentage of expenses to earnings—North Carolina -----	65.75

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Number Passengers, Tonnage, Car Mileage, Number Cars, etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	212,346			
Number of passengers carried one mile -----	6,235,643			
Number of passengers carried one mile per mile of road.	144,477			
Average distance carried—miles -----	29.37			
Total passenger revenue -----		150,675	98	
Average amount received from each passenger -----			70	958
Average receipts per passenger per mile-----			02	416
Total passenger earnings-----		209,303	94	
Passenger earnings per mile of road -----		4,849	42	
Passenger earnings per train mile-----		1	42	709
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue -	698,081			
Number of tons carried one mile -----	26,325,801			
Number of tons carried one mile per mile of road ---	699,958			
Average distance haul of one ton—miles -----	38.20			
Total freight revenue -----		301,481	88	
Average amount received for each ton of freight ---			43	751
Average receipts per ton per mile-----			01	145
Total freight earnings-----		301,481	88	
Freight earnings per mile of road -----		6,985	22	
Freight earnings per train mile -----		2	08	442
TOTAL TRAFFIC—				
Gross earnings from operation -----		513,570	90	
Gross earnings from operation per mile of road -----		11,899	23	
Gross earnings from operation per train mile -----		1	76	298
Operating expenses -----		326,148	27	
Operating expenses per mile of road -----		7,556	73	
Operating expenses per train mile -----		1	11	960

## RENTALS PAID.

## RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks-----	Shelby to Lawndale -----	S. C. & Ga. Extension R.R.	\$ 1,849.34	
	Atlanta, Ga.-----	N. C. & St. L. R. R. -----	6,750.00	
	Atlanta, Ga.-----	Georgia Railroad -----	8,086.76	
	Atlanta, Ga.-----	C. of Ga. Railway-----	2,700.00	
	Clifton & Converse, S. C.-	Clifton Mfg. Co. -----	6,000.00	
Total -----				\$ 25,386.10
Terminals -----	Atlanta, Ga.-----	Union Passenger Station-----		5,170.73
Grand total rents-----				30,556.83

## MILEAGE.

## MILEAGE OF LINE OPERATED BY STATES—(SINGLE TRACK).

State.	Line Represented by Capital Stock—Main Line.	Total Mileage Operated.	Steel Rails.
North Carolina-----	43.16	43.16	43.16
South Carolina-----	124.90	124.90	124.90
Georgia -----	99.24	99.24	99.24
Total mileage operated (single track)-----	267.30	267.30	267.30

## Atlantic and Danville Railway Company.

### MILEAGE.

Mileage in North Carolina -----	22.00 miles.
Mileage outside North Carolina -----	181.46 miles.
Mileage narrow gauge outside North Carolina -----	51.00 miles.

### CAPITAL STOCK, ETC.

Capital stock—entire line -----	\$ 3,420,480
Debt—first mortgage bonds—4 per cent. issued -----	3,925,000

### OPERATING REPORT.

Gross receipts—North Carolina -----	\$ 56,073.24
Operating expenses—North Carolina -----	46,484.32
Income from operation—North Carolina -----	9,588.92

## Atlantic and Yadkin Railway Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	A. B. Andrews-----	Raleigh, N. C.
Vice-President-----	W. W. Finley-----	Washington, D. C.
Secretary-----	H. W. Miller-----	Raleigh, N. C.
Treasurer-----	H. C. Ansley-----	Washington, D. C.
Auditor-----	A. H. Plant-----	Washington, D. C.
General Manager-----	C. H. Ackert-----	Washington, D. C.

## DIRECTORS.

J. Van Lindley, Greensboro, N. C.; J. W. Fry, Greensboro, N. C.; C. H. Ireland, Greensboro N. C.; B. Frank Mebane, Spray, N. C.; M. H. Cone, Greensboro, N. C.; J. C. Watkins, Greensboro, N. C. Expiration of term, November 25, 1903, or until their successors are appointed.

## PROPERTY OPERATED.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From—	To—		
Atlantic and Yadkin Railway	Sanford-----	Mt. Airy-----		130.95
	Ramseur-----	Climax-----	18.74	
	Stokesdale-----	Madison-----	11.39	
	Greensboro-----	Proximity Mills-----	2.02	
	Mt. Airy-----	Granite Quarry-----	2.02	34.17
Total-----				165.12

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1903.	Cost Per Mile.
Total cost construction, equipment, etc.-----	\$ 2,500,000.00	\$ 15,140.00

**RECAPITULATION.**  
**FOR MILEAGE OWNED.**

Account.	Total Amount Outstanding.	Apportion- ment to Railroads.	Amount Per Mile of Road.	
			Miles.	Amount.
Capital stock -----	\$ 1,000,000.00	All -----	165.12	\$ 6,056.00
Bonds -----	1,500,000.00	All -----	165.12	9,084.00
Total -----	2,500,000.00	-----	165.12	15,140.00

**CURRENT ASSETS AND LIABILITIES.**

ASSETS.	
Due from agents -----	\$ 202.45
Due from solvent companies and individuals -----	176,600.11
Total—cash and current assets -----	176,802.56
LIABILITIES.	
Wages and salaries -----	338.47
Net traffic balances due to other companies -----	12,117.39
Total—current liabilities -----	12,455.86
Balance—cash assets -----	164,346.70

**INCOME ACCOUNT.**

Gross earnings from operation -----	\$ 407,276.30	
Less operating expenses -----	237,437.88	
Income from operation -----		\$ 169,838.42
Total income -----		169,838.42
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued -----	60,000.00	
Taxes -----	14,471.50	
Total deductions from income -----		74,471.50
Net income -----		95,366.92
Surplus from operations of year ending June 30, 1903 -----		95,366.92
Surplus on June 30, 1902 [for entry on "General Balance Sheet," 1902 report]. -----		53,985.14
Deductions for year -----		5.81
Surplus on June 30, 1903 [for entry on "General Balance Sheet"] -----		149,346.70

## EARNINGS FROM OPERATION—State of North Carolina.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
<b>PASSENGER—</b>			
Passenger revenue-----	\$ 76,130.23		
Less repayments-----		\$ 72.55	
Total deductions-----		72.55	
Total passenger revenue-----			\$ 76,057.68
Mail-----			11,576.51
Express-----			9,705.43
Extra baggage and storage-----			1,211.58
Other items-----			138.60
Total passenger earnings-----			98,689.80
<b>FREIGHT—</b>			
Freight revenue-----	309,609.20		
Less repayments-----		1,951.39	
Total deductions-----		1,951.39	
Total freight revenue-----			307,657.81
Total freight earnings-----			307,657.81
Total passenger and freight earnings-----			406,347.61
<b>OTHER EARNINGS FROM OPERATION—</b>			
Switching charges, balance-----			327.28
Rents from tracks, yards and terminals-----			21.00
Rents not otherwise provided for-----			70.07
Other sources-----			510.34
Total other earnings-----			928.69
Total gross earnings from operation—North Carolina.			407,276.30

## OPERATING EXPENSES—State of North Carolina.

Maintenance of way and structures-----	\$ 61,610.51
Maintenance of equipment-----	42,494.59
Conducting transportation-----	123,087.37
General expenses-----	10,245.41
Taxes-----	14,471.50
Total-----	251,909.38
Percentage of expenses to earnings—North Carolina-----	61.85

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Number Passengers, Tonnage, Car Mileage, Number Cars, etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	110,137			
Number of passengers carried one mile-----	2,994,512			
Number of passengers carried one mile per mile of road.	18,135			
Average distance carried—miles -----	27.19			
Total passenger revenue -----		76,057	68	
Average amount received from each passenger -----			69	057
Average receipts per passenger per mile-----			02	540
Total passenger earnings-----		98,689	80	
Passenger earnings per mile of road-----		597	69	
Passenger earnings per train mile-----			90	646
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue-----	289,533			
Number of tons carried one mile -----	14,382,208			
Number of tons carried one mile per mile of road---	87,102			
Average distance haul of one ton—miles-----	49.67			
Total freight revenue -----		307,657	81	
Average amount received for each ton of freight-----		1	06	260
Average receipts per ton per mile-----			02	139
Total freight earnings-----		307,657	81	
Freight earnings per mile of road-----		1,863	24	
Freight earnings per train mile-----		2	14	598
TOTAL TRAFFIC—				
Gross earnings from operation -----		407,276	30	
Gross earnings from operation per mile of road-----		2,466	55	
Gross earnings from operation per train mile -----		1	61	464
Operating expenses -----		237,437	88	
Operating expenses per mile of road-----		1,437	97	
Operating expenses per train mile -----			94	132

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.	ASSETS.	Year Ending June 30, 1903.	
		Total.	Increase.
Total.			
\$ 2,500,000.00	Cost of road-----	\$ 2,500,000.00	\$-----
85,435.64	Cash and current assets -----	176,802.56	95,366.92
2,581,435.64	Grand total -----	2,676,802.56	95,366.92
	LIABILITIES.		
1,000,000.00	Capital stock-----	1,000,000.00	-----
1,500,000.00	Funded debt -----	1,500,000.00	-----
12,450.50	Current liabilities-----	12,455.86	5.36
15,000.00	Accrued interest on funded debt not yet payable---	15,000.00	-----
53,985.14	Profit and loss -----	149,346.70	95,361.56
2,581,435.64	Grand total -----	2,676,802.56	95,366.92

## High Point, Randleman, Ashboro and Southern Railroad Company.

### OFFICERS.

Title.	Name.	Location of Office.
President-----	A. B. Andrews-----	Raleigh, N. C.
Vice-President-----	W. W. Finley-----	Washington, D. C.
Secretary-----	H. W. Miller-----	Raleigh, N. C.
Treasurer-----	H. C. Ausley-----	Washington, D. C.
Auditor-----	A. H. Plant-----	Washington, D. C.
General Manager-----	C. H. Ackert-----	Washington, D. C.

### DIRECTORS.

R. F. Dalton, High Point, N. C.; J. E. Cox, High Point, N. C.; W. G. Bradshaw, High Point, N. C.; S. Bryant, Randleman, N. C.; A. C. McAllister, Ashboro, N. C.; W. P. Wood, Ashboro, N. C.; J. E. Walker, Ashboro, N. C.; H. M. Worth, Worthville, N. C.; A. B. Andrews, Raleigh, N. C.; O. W. Carr, Trinity, N. C.; H. W. Miller, Raleigh, N. C.; G. Rosenthal, Raleigh, N. C.; P. H. Morris, Ashboro, N. C. Expiration of term November 24, 1903, or until their successors are appointed.

### PROPERTY OPERATED—North Carolina.

High Point, Randleman, Ashboro and Southern Railroad, from High Point to Ashboro (miles)-----	26.80
--	-------

### CURRENT LIABILITIES.

Current liabilities-----	\$268,401.94
--------------------------	--------------

**CAPITAL STOCK AND FUNDED DEBT.**  
**FOR MILEAGE OWNED.**

Account.	Total Amount Outstanding.	Amount Per Mile.	
		Miles.	Amount.
Capital stock-----	\$ 250,000.00	26.80	\$ 9,328.00
Bonds-----	402,000.00	26.80	15,000.00
Total-----	652,000.00	26.80	24,328.00
Total cost of construction-----	652,522.79	26.80	24,347.87

**INCOME ACCOUNT.**

Gross earnings from operation-----	\$ 90,071.07	
Less operating expenses-----	53,783.76	
Income from operation-----		\$ 37,287.31
Total income-----		37,287.31
DEDUCTIONS FROM INCOME--		
Interest on funded debt accrued-----	24,120.00	
Taxes-----	1,300.66	
Total deductions from income-----		25,420.66
Net income-----		11,866.65
Surplus from operations of year ending June 30, 1903-----		11,866.65
Deficit on June 30, 1902 [from "General Balance Sheet," 1902 Report].		263,498.65
Deductions for year-----		16,247.15
Deficit on June 30, 1903 [for entry on "General Balance Sheet"]---		267,879.15

## EARNINGS FROM OPERATION—State of North Carolina.

Item.	Total Receipts.	Deductions, Account of Re-payments, etc.	Actual Earnings.
<b>PASSENGER—</b>			
Passenger revenue-----	\$ 16,764.76		
Less repayments-----		\$ 7.50	
Total deductions-----		7.50	
Total passenger revenue-----			\$ 16,757.26
Mail-----			2,022.43
Express-----			3,499.52
Extra baggage and storage-----			79.63
Other items, news privilege-----			45.00
Total passenger earnings-----			22,403.84
<b>FREIGHT—</b>			
Freight revenue-----	78,583.14		
Less repayments-----		10,112.54	
Total deductions-----		10,112.54	
Total freight revenue-----			68,470.60
Total freight earnings-----			68,470.60
Total passenger and freight earnings-----			90,874.44
<b>OTHER EARNINGS FROM OPERATION—</b>			
Car mileage—balance-----			2.55
Other sources-----			194.08
Total other earnings-----			196.63
Total gross earnings from operation—North Carolina.			91,071.07

## OPERATING EXPENSES.

Maintenance of way and structures-----	\$ 9,867.08
Maintenance of equipment-----	9,449.40
Conducting transportation-----	31,418.94
General expenses-----	3,048.34
Taxes-----	1,300.66
Total-----	55,084.42
Percentage to earnings-----	60.49

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Number Passengers, Car Mileage, Tonnage, Number Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue----	33,680	-----	-----	-----
Number of passengers carried one mile -----	629,091	-----	-----	-----
Number of passengers carried one mile per mile of road.	23,474	-----	-----	-----
Average distance carried—miles -----	18.68	-----	-----	-----
Total passenger revenue -----	-----	16,757	26	-----
Average amount received from each passenger-----	-----	-----	49	754
Average receipts per passenger per mile-----	-----	-----	02	664
Total passenger earnings-----	-----	22,403	84	-----
Passenger earnings per mile of road -----	-----	835	96	-----
Passenger earnings per train mile -----	-----	-----	87	141
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue----	113,392	-----	-----	-----
Number of tons carried one mile -----	2,740,442	-----	-----	-----
Number of tons carried one mile per mile of road ---	102,255	-----	-----	-----
Average distance haul of one ton—miles -----	24.17	-----	-----	-----
Total freight revenue-----	-----	68,470	60	-----
Average amount received for each ton of freight ---	-----	-----	60	384
Average receipts per ton per mile-----	-----	-----	02	499
Total freight earnings-----	-----	68,470	60	-----
Freight earnings per mile of road-----	-----	2,554	87	-----
Freight earnings per train mile -----	-----	2	53	284
TOTAL TRAFFIC—				
Gross earnings from operation -----	-----	91,071	07	-----
Gross earnings from operation per mile of road----	-----	3,398	17	-----
Gross earnings from operation per train mile -----	-----	1	72	669
Operating expenses -----	-----	53,783	76	-----
Operating expenses per mile of road-----	-----	2,006	86	-----
Operating expenses per train mile -----	-----	1	01	973

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.	ASSETS.	Year Ending June 30, 1903.	
		Total.	Increase.
\$ 652,522.79	Cost of road -----	\$ 652,522.79	\$ -----
263,498.65	Profit and loss -----	267,879.15	4,380.50
	Grand total -----	920,401.94	4,380.50
	LIABILITIES.		
250,000.00	Capital stock -----	250,000.00	-----
402,000.00	Funded debt -----	402,000.00	-----
264,021.44	Current liabilities -----	263,401.94	4,380.50
916,021.44	Grand total -----	920,401.94	4,380.50

# North Carolina Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	Hugh G. Chatham-----	Elkin, N. C.
Secretary and Treasurer-----	D. H. McLean-----	Burlington, N. C.
Attorney-----	S. M. Gattis-----	Hillsboro, N. C.

## DIRECTORS.

R. F. Hoke, Raleigh, N. C.; B. Cameron, Staggsville, N. C.; Hugh G. Chatham, Elkin, N. C.; L. Banks Holt, Graham, N. C.; L. M. Michaux, Goldsboro, N. C.; W. H. Williams, Newton, N. C.; V. E. Turner, Raleigh, N. C.; S. C. Penn, Reidsville, N. C.; C. M. Cook, Jr., Bessemer City, N. C.; Hugh McRae, Wilmington, N. C.; W. E. Holt, Lexington, N. C.; Geo. P. Pell, Jefferson, N. C.

## PROPERTY OPERATED.

Name.	Terminals.		Miles of Line for Each Road Named.
	From—	To—	
North Carolina Railroad-----	Goldsboro-----	Charlotte-----	222.44
North Carolina Railroad-----	Caraleigh Junction-----	Caraleigh Mills-----	1.90
Total-----			224.34

## CAPITAL STOCK.

Capital stock-----	\$ 4,000,000
Dividends paid, 7 per cent.-----	280,000

## CURRENT ASSETS AND LIABILITIES.

ASSETS.	
Cash -----	\$ 1,718.12
Bills receivable -----	300.00
Other cash assets -----	17.95
Balance—current liabilities -----	149,032.43
Total -----	151,068.50
LIABILITIES.	
Loans and bills payable -----	7,990.00
Dividends not called for -----	142,966.00
Miscellaneous -----	112.50
Total -----	151,068.50

## COST OF ROAD, EQUIPMENT, ETC.

Cost to June 30, 1903 -----	\$4,975,627.53
Cost per mile -----	22,257.34
Stocks owned -----	5,000.00

## MISCELLANEOUS INCOME.

Received from Union Passenger Station, Raleigh -----	\$ 988.80
Rents -----	53.00
Temporary loan -----	1,990.00
Real estate sales -----	110.00
Incidentals -----	3.50
Total -----	3,145.30

## INCOME ACCOUNT.

Income from lease of road-----	\$ 286,000.00	
Interest on bonds owned-----	3,145.30	
Total income-----		\$ 289,145.30
DEDUCTIONS FROM INCOME--		
Salaries and maintenance of organization-----	5,558.77	
Interest on interest-bearing current liabilities accrued-----	287.00	
Taxes-----	87.02	
Other deductions-----	2,418.06	
Total deductions from income-----		8,350.85
Net income-----		280,794.45
Dividends, 7 per cent.—common stock-----		280,000.00
Surplus from operations of year ending June 30, 1903-----		794.45
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Re- port]-----		858,662.61
Surplus on June 30, 1903 [for entry on "General Balance Sheet"]-----		859,457.06

## LESSEE'S REPORT—EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER—</b>			
Passenger revenue-----	\$ 817,202.79		
Less repayments-----		\$ 3,091.77	
Total deductions-----		3,091.77	
Total passenger revenue-----			\$ 814,111.02
Mail-----			152,145.12
Express-----			82,983.07
Extra baggage and storage-----			13,785.72
Other items—news privilege-----			1,285.20
Total passenger earnings-----			1,064,310.13
<b>FREIGHT—</b>			
Freight revenue-----	1,804,735.43		
Less repayments-----		53,464.27	
Total deductions-----		53,464.27	
Total freight revenue-----			1,751,271.16
Total freight earnings-----			1,751,271.16
Total passenger and freight earnings-----			2,815,581.29
<b>OTHER EARNINGS FROM OPERATION—</b>			
Switching charges—balance-----			3,123.76
Rents from tracks, yards and terminals-----			999.96
Rents not otherwise provided for-----			2,152.30
Other sources-----			8,685.10
Total other earnings-----			14,961.12
Total gross earnings from operation—North Carolina.			2,830,542.41

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.	LIABILITIES.	June 30, 1903.		Year Ending June 30, 1903.	
Total.		Item.	Total.	Increase.	Decrease.
\$ 4,000,000.00	Capital stock-----	\$-----	\$ 4,000,000.00	\$-----	\$-----
267,257.10	Current liabilities-----	-----	151,068.50	-----	116,188.60
858,662.61	Profit and loss-----	-----	859,457.06	794.45	-----
5,125,919.71	Grand total-----	-----	5,010,525.56	794.45	116,188.60
	ASSETS.				
4,975,627.53	Cost of road-----	4,975,627.53	-----	-----	-----
5,000.00	Stocks owned-----	5,000.00	-----	-----	-----
145,292.18	Cash and current assets---	2,036.07	-----	-----	143,256.11
5,125,919.71	Grand total-----	4,982,663.60	-----	-----	143,256.11

## OPERATING EXPENSES—State of North Carolina.

Maintenance of way and structures-----	\$ 210,142.35
Maintenance of equipment-----	423,344.06
Conducting transportation-----	1,237,305.07
General expenses-----	89,367.77
Taxes-----	51,732.83
Total-----	2,011,892.08
Percentage of expenses to earnings—North Carolina-----	71.07

## TRAFFIC AND MILEAGE STATISTICS—North Carolina.

Item.	Column for Number Pas- sengers, Ton- nage, Car Mileage, Num- ber Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	802,333			
Number of passengers carried one mile-----	34,760,153			
Number of passengers carried one mile per mile of road.	154,944			
Average distance carried—miles-----	43.32			
Total passenger revenue-----		814,111	02	
Average amount received from each passenger-----		1	01	468
Average receipts per passenger per mile-----			02	342
Total passenger earnings-----		1,064,310	13	
Passenger earnings per mile of road-----		4,744	18	
Passenger earnings per train mile-----		1	42	017
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue----	1,974,567			
Number of tons carried one mile-----	189,670,474			
Number of tons carried one mile per mile of road----	845,460			
Average distance haul of one ton—miles-----	96.06			
Total freight revenue-----		1,751,271	16	
Average amount received for each ton of freight-----			88	691
Average receipts per ton per mile-----				923
Total freight earnings-----		1,751,271	16	
Freight earnings per mile of road-----		7,806	33	
Freight earnings per train mile-----		2	26	931
TOTAL TRAFFIC—				
Gross earnings from operation-----		2,830,542	41	
Gross earnings from operation per mile of road-----		12,617	20	
Gross earnings from operation per train mile-----		1	86	080
Operating expenses-----		1,960,159	25	
Operating expenses per mile of road-----		8,737	45	
Operating expenses per train mile-----		1	28	861

# North Carolina Midland Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	A. B. Andrews-----	Raleigh, N. C.
Vice-President-----	W. W. Finley-----	Washington, D. C.
Secretary-----	H. W. Miller-----	Raleigh, N. C.
Treasurer-----	H. C. Ansley-----	Washington, D. C.
Auditor-----	A. H. Plant-----	Washington, D. C.
General Manager-----	C. H. Ackert-----	Washington, D. C.

## ORGANIZATION.

J. B. Vaughan, Winston, N. C.; H. E. Fries, Salem, N. C.; G. W. Hinshaw, Winston, N. C.; J. R. McLellan, Mooresville, N. C.; A. Leazer, Mooresville, N. C.; F. M. Johnson, Mocksville, N. C.; J. W. Cannon, Concord, N. C.; W. C. Wilson, Mocksville, N. C.; A. B. Andrews, Raleigh, N. C.; R. J. Reynolds, Winston, N. C.; M. D. Bailey, Winston, N. C.; J. W. Fries, Salem, N. C.; P. H. Haines, Winston, N. C. Expiration of term, November 11, 1903, or until their successors are elected.

## PROPERTY OPERATED.

North Carolina Midland Railroad, Mooresville to Winston-Salem (miles) -----	53.62
---	-------

## CURRENT ASSETS AND LIABILITIES.

Liabilities.	Amount.
Audited vouchers and accounts-----	\$ 273,379.19
Matured interest coupons unpaid (including coupons due July 1)-----	24,030.00
Total current liabilities-----	297,409.19

## CAPITAL STOCK AND FUNDED DEBT.

## FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount Per Mile of Line.	
			Miles.	Amount.
Capital stock -----	\$ 924,000.00	All -----	53.62	\$ 17,232.00
Bonds -----	801,000.00	All -----	53.62	14,940.00
Total -----	1,725,000.00	-----	53.62	32,172.00

## COST OF ROAD, CONSTRUCTION AND EQUIPMENT.

Cost of road, construction and equipment, per mile \$32,561.06-----	\$ 1,745,924.26
---	-----------------

## INCOME ACCOUNT.

Gross earnings from operation -----	\$ 260,150.28	
Less operating expenses -----	165,115.70	\$ 95,034.58
Income from operation -----		95,034.58
Total income -----		
DEDUCTIONS FROM INCOME--		
Interest on funded debt accrued -----	48,060.00	
Taxes -----	1,420.19	
Total deductions from income -----		49,480.19
Net income-----		45,554.39
Surplus from operations of year ending June 30, 1903 -----		45,554.39
Deficit on June 30, 1902-----		304,534.35
Deductions for year -----		17,504.97
Deficit on June 30, 1903-----		276,484.93

## EARNINGS FROM OPERATION—State of North Carolina.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER—</b>			
Passenger revenue-----	\$ 35,562.40		
Less repayments—			
Tickets redeemed-----		\$ 35.96	
Total deductions-----		35.96	
Total passenger revenue-----			\$ 35,526.44
Mail-----			2,828.24
Express-----			4,546.70
Extra baggage and storage-----			222.35
Other items, news privilege-----			106.20
Total passenger earnings-----			43,228.93
<b>FREIGHT—</b>			
Freight revenue-----	216,769.48		
Less repayments-----		1,348.05	
Total deductions-----		1,348.05	
Total freight revenue-----			215,421.43
Total freight earnings-----			215,421.43
Total passenger and freight earnings-----			258,650.36
<b>OTHER EARNINGS FROM OPERATION—</b>			
Car mileage—balance-----			1,276.74
Other sources-----			223.18
Total other earnings-----			1,499.92
Total gross earnings from operation—North Carolina.			260,150.28

## OPERATING EXPENSES—State of North Carolina.

Maintenance of way and structures-----	\$ 29,320.34
Maintenance of equipment-----	31,948.62
Conducting transportation-----	96,586.08
General expenses-----	7,260.66
Taxes-----	1,420.19
Total-----	166,535.89
Percentage of expenses to earnings—North Carolina-----	64.02

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Number Pas- sengers, Ton- nage, Car Mile- age, Number Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	58,676			
Number of passengers carried one mile-----	1,348,515			
Number of passengers carried one mile per mile of road.	25,196			
Average distance carried—miles-----	22.98			
Total passenger revenue-----		35,526	44	
Average amount received from each passenger-----			60	547
Average receipts per passenger per mile-----			02	634
Total passenger earnings-----		43,228	93	
Passenger earnings per mile of road-----		807	72	
Passenger earnings per train mile-----			56	406
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue-----	344,769			
Number of tons carried one mile-----	16,102,375			
Number of tons carried one mile per mile of road---	300,866			
Average distance haul of one ton—miles-----	46.71			
Total freight revenue-----		215,421	43	
Average amount received for each ton of freight-----			62	483
Average receipts per ton per mile-----			01	338
Total freight earnings-----		215,421	43	
Freight earnings per mile of road-----		4,025	06	
Freight earnings per train mile-----		2	68	656
TOTAL TRAFFIC—				
Gross earnings from operation-----		260,150	28	
Gross earnings from operation per mile of road-----		4,860	80	
Gross earnings from operation per train mile-----		1	65	887
Operating expenses-----		165,115	70	
Operating expenses per mile of road-----		3,085	12	
Operating expenses per train mile-----		1	05	287

# North and South Carolina Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	A. B. Andrews-----	Raleigh, N. C.
Secretary and Auditor-----	R. D. Lankford-----	New York, N. Y.
Treasurer-----	H. C. Ansley-----	Washington, D. C.

## DIRECTORS.

A. B. Andrews, Raleigh, N. C.; F. X. Burton, Danville, Va.; John S. Cunningham, Cunningham, N. C.; W. W. Finley, Washington, D. C.; C. W. Johnston, Charlotte, N. C.; J. M. Neal, Danville, Va.; J. I. Pritchett, Danville, Va.; S. Spencer, New York, N. Y.; E. H. Lee, Raleigh, N. C. Expiration of term, December 3, 1903, or until their successors shall be elected.

## PROPERTY OPERATED.

From Virgilina to Copper Mines (miles)-----	4.45
---	------

## CAPITAL STOCK.

Capital stock-----	\$ 50,000.00
Capital stock per mile-----	11,235.00
Current liabilities-----	60,536.56
Cost of road-----	112,211.08

## INCOME ACCOUNT.

Gross earnings from operation-----	\$ 1,160.02
Less operating expenses-----	902.86
Taxes-----	40.73
Net income-----	216.43
Surplus June 30, 1902-----	1,458.09
Surplus June 30, 1903-----	1,674.52

## Southern Railway—Carolina Division.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	A. B. Andrews-----	Raleigh, N. C.
Vice-President-----	W. W. Finley-----	Washington, D. C.
Secretary-----	H. W. Miller-----	Raleigh, N. C.
Assistant Secretary-----	Geo. R. Anderson-----	Washington, D. C.
Treasurer-----	H. C. Ansley-----	Washington, D. C.
Auditor-----	A. H. Plant-----	Washington, D. C.

## PROPERTY OPERATED—North Carolina.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From—	To—		
1—A. Southern Railway—Carolina Division.	Biltmore, N. C.-----	N. C. State line-----	-----	41.90
	N. C. State line-----	Marion-----	-----	64.15
Total-----	-----	-----	-----	106.05

## PROPERTY OPERATED—Entire Line.

A. Southern Railway—Carolina Division.	Cayce, S. C.-----	Hardeville, S. C.-----	128.63	607.77
	Alston-----	Spartanburg-----	67.83	
	Spartanburg Jct.---	Biltmore-----	65.90	
	Charleston, S. C.---	Augusta, Ga.-----	136.91	
	Kingville-----	Marion, N. C.-----	208.50	
B. Southern Railway—Carolina Division.	Perry-----	Sievern-----	7.64	106.65
	Branchville-----	Columbia, S. C.-----	67.10	
	Blacksburg-----	Gaffney, S. C.-----	10.50	
	Burton-----	Branch-----	4.60	
	Taylor's Mill-----	Branch-----	1.00	
	Sumter Jct.-----	Sumter-----	15.81	
5. A. C. L. Railroad-----	Hardwell, S. C.-----	Central Jct., Ga.-----	16.70	20.07
C. of G. Railroad-----	Central Jct., Ga.-----	W. Broad St., Sav.-----	3.37	
Total-----	-----	-----	-----	734.49

**RECAPITULATION.**  
**FOR MILEAGE OWNED.**

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount Per Mile of Road.	
			Miles.	Amount.
Capital stock -----	\$ 4,176,200.00	All -----	714.42	\$ 5,845.00
Bonds -----	11,359,500.00	All -----	714.42	15,900.00
Total -----	15,535,700.00	-----	714.42	21,745.00

**COST OF ROAD, EQUIPMENT, ETC.**

Cost of road -----	\$ 14,965,231.48
Cost of equipment -----	612,841.19
Cost of equipment per mile -----	857.81
Cost of road per mile -----	20,947.39
Equipment added during year -----	45,716.67

**INCOME ACCOUNT.**

Income from lease of road -----	\$ 135,698.41
Total income -----	135,698.41
Net income -----	135,698.41
Surplus from operations of year ending June 30, 1903 -----	135,698.41
Surplus on June 30, 1903 [for entry on "General Balance Sheet"] -----	135,698.41

## EARNINGS FROM OPERATION—State of North Carolina.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER—</b>			
Passenger revenue-----	\$ 104,279.26		
Less repayments—			
Excess fares refunded-----		\$ 1,338.67	
Total deductions-----		1,338.67	
Total passenger revenue-----			\$ 102,940.59
Mail-----			11,481.52
Express-----			9,048.12
Extra baggage and storage-----			1,786.74
Other items, news privilege-----			235.51
Total passenger earnings-----			125,492.48
<b>FREIGHT—</b>			
Freight revenue-----	262,294.21		
Less repayments-----		4,876.50	
Total deductions-----		4,876.50	
Total freight revenue-----			257,417.71
Total freight earnings-----			257,417.71
Total passenger and freight earnings-----			382,910.19
<b>OTHER EARNINGS FROM OPERATION—</b>			
Switching charges, balance-----			1,082.05
Telegraph companies-----			.68
Rents not otherwise provided for-----			952.18
Other sources-----			2,223.75
Total other earnings-----			4,258.66
Total gross earnings from operation—North Carolina.			387,168.85
Total gross earnings from operation—entire line.			3,250,381.82

## STOCKS OWNED.

Name.	Total Par Value.	Rate.	Valuation.
Charleston Union Station -----	\$ 3,340.00	-----	\$ 3,340.00
Certificate of indebtedness Sumter and Wateree Railroad Co. -----	17,058.83	6 per cent.	1.00
Sumter and Wateree Railroad Co. -----	6,000.00	-----	1.00
Total -----	26,398.83	-----	3,342.00

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1903.
	Total.
Cost of road -----	\$ 14,965,231.48
Cost of equipment -----	612,841.19
Stocks owned -----	3,342.00
----- of title -----	1.00
Aug. Southern Railroad floating debt -----	1.00
Cash and current assets -----	135,698.41
Grand total -----	15,717,115.08
LIABILITIES.	
Capital stock -----	41,176,200.00
Funded debt -----	11,359,500.00
Current liabilities -----	45,716.67
Profit and loss -----	135,698.41
Grand total -----	15,717,115.08

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Number Passengers, Tonnage, Car Mileage, Number Cars, etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	174,184	-----	-----	-----
Number of passengers carried one mile -----	4,016,740	-----	-----	-----
Number of passengers carried one mile per mile of road.	37,876	-----	-----	-----
Average distance carried—miles -----	23.06	-----	-----	-----
Total passenger revenue -----		102,940	59	-----
Average amount received from each passenger -----			59	099
Average receipts per passenger per mile-----			02	563
Total passenger earnings-----		125,492	48	-----
Passenger earnings per mile of road -----		1,183	33	-----
Passenger earnings per train mile-----			92	137
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue -	650,620	-----	-----	-----
Number of tons carried one mile -----	25,595,808	-----	-----	-----
Number of tons carried one mile per mile of road ---	241,356	-----	-----	-----
Average distance haul of one ton—miles -----	39.34	-----	-----	-----
Total freight revenue -----		257,417	71	-----
Average amount received for each ton of freight -----			39	565
Average receipts per ton per mile-----			01	006
Total freight earnings-----		257,417	71	-----
Freight earnings per mile of road -----		2,427	32	-----
Freight earnings per train mile -----		1	15	462
TOTAL TRAFFIC—				
Gross earnings from operation -----		387,168	85	-----
Gross earnings from operation per mile of road -----		3,650	81	-----
Gross earnings from operation per train mile -----		1	07	802
Operating expenses -----		483,385	59	-----
Operating expenses per mile of road -----		4,558	09	-----
Operating expenses per train mile -----		1	34	593

## TRAFFIC AND MILEAGE STATISTICS—Entire Line.

Item.	Column for Number Passengers, Tonnage, Car Mileage, Number Cars, etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue----	997,268			
Number of passengers carried one mile-----	36,606,812			
Number of passengers carried one mile per mile of road.	49,840			
Average distance carried—miles-----	36.71			
Total passenger revenue-----		805,505	39	
Average amount received from each passenger-----			80	771
Average receipts per passenger per mile-----			02	200
Total passenger earnings-----		973,279	14	
Passenger earnings per mile of road-----		1,325	10	
Passenger earnings per train mile-----			77	133
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue----	1,740,988			
Number of tons carried one mile-----	173,872,077			
Number of tons carried one mile per mile of road---	236,725			
Average distance haul of one ton—miles-----	99.87			
Total freight revenue-----		2,249,305	87	
Average amount received for each ton of freight---		1	29	197
Average receipts per ton per mile-----			01	294
Total freight earnings-----		2,249,305	87	
Freight earnings per mile of road-----		3,062	41	
Freight earnings per train mile-----		1	73	142
TOTAL TRAFFIC—				
Gross earnings from operation-----		3,250,381	82	
Gross earnings from operation per mile of road-----		4,425	36	
Gross earnings from operation per train mile-----		1	26	922
Operating expenses-----		2,359,302	93	
Operating expenses per mile of road-----		3,212	16	
Operating expenses per train mile-----			92	127

## State University Railroad Company.

### OFFICERS.

Title.	Name.	Location of Office.
President-----	A. B. Andrews -----	Raleigh, N. C.
Secretary-----	H. W. Miller-----	Raleigh, N. C.
Treasurer-----	H. C. Ansley -----	Washington, D. C.
Auditor -----	A. H. Plant -----	Washington, D. C.

### DIRECTORS.

E. B. Barbee, Raleigh, N. C.; K. P. Battle, Chapel Hill, N. C.; J. S. Carr, Durham, N. C.; T. S. Kenan, Raleigh, N. C.; W. A. Erwin, Durham, N. C. Expiration of term, until their successors are elected or appointed.

### PROPERTY OPERATED.

From University to Chapel Hill (miles)-----	10.20
---	-------

### INCOME ACCOUNT.

Gross earnings from operation -----	\$14,282.64	
Less operating expenses -----	14,364.39	
Deficit-----		\$ 81.75
DEDUCTIONS FROM INCOME—		
Taxes -----	286.50	
Total deductions-----		286.50
Deficit from operations of year ending June 30, 1903-----		368.25
Deficit on June 30, 1902-----		100,577.08
Deductions for year -----		6,024.78
Deficit on June 30, 1903-----		106,970.11

## CAPITAL STOCK.

Capital stock-----	\$ 31,300.00
Capital stock per mile-----	3,069.00
Cost of road-----	31,659.75
Liabilities—audited vouchers-----	107,329.86

## OPERATING EXPENSES.

Item.	Amount.
OPERATING EXPENSES—STATE OF NORTH CAROLINA—	
Maintenance of way and structures-----	\$ 5,857.04
Maintenance of equipment-----	1,682.26
Conducting transportation-----	6,309.71
General expenses-----	515.38
Taxes-----	286.50
Total-----	14,650.89
Percentage of expenses to earnings—North Carolina-----	102.58

## Yadkin Railroad Company.

### OFFICERS.

Title.	Name.	Location of Office.
President-----	A. B. Andrews-----	Raleigh, N. C.
Vice-President-----	Theo. F. Kluttz-----	Salisbury, N. C.
Secretary-----	H. W. Miller-----	Raleigh, N. C.
Treasurer-----	H. C. Ansley-----	Washington, D. C.
Assistant Secretary-----	A. H. Boyden-----	Salisbury, N. C.
Auditor-----	A. H. Plant-----	Washington, D. C.
General Manager-----	C. H. Ackert-----	Washington, D. C.

### DIRECTORS.

D. R. Julian, Salisbury, N. C.; J. S. Henderson, Salisbury, N. C.; F. J. Murdock, Salisbury, N. C.; L. W. Saunders, Charlotte, N. C.; S. H. Hearne, Albemarle, N. C.; J. M. Morrow, Albemarle, N. C.; D. N. Bennett, Norwood, N. C.; E. B. C. Hambly, Rockwell, N. C.; J. M. Odell, Concord, N. C.; A. B. Andrews, Raleigh, N. C.; Walter Murphy, Salisbury, N. C. Terms expire November 24, 1903, or until their successors are appointed.

### PROPERTY OPERATED.

Yadkin Railroad, from Salisbury, N. C., to Norwood, N. C. (miles)-----	41.00
Union Copper Mine Branch-----	2.70
Total-----	43.70

### INCOME ACCOUNT.

Gross earnings from operation-----	\$ 83,845.79	
Less operating expenses-----	51,562.29	
Income from operation-----		\$ 32,283.50
Total income-----		32,283.50
DEDUCTIONS FROM INCOME--		
Interest on funded debt accrued-----	36,900.00	
Taxes-----	1,310.68	
Total deductions from income-----		38,210.68
Deficit-----		5,927.18
Deficit from operation of year ending June 30, 1903-----		5,927.18
Deficit on June 30, 1902 ["General Balance Sheet," 1902 report]--		485,558.04
Deductions for year-----		30,722.48
Deficit on June 30, 1903 [for entry on "General Balance Sheet"]--		522,207.70

## EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER—</b>			
Passenger revenue-----	\$ 17,276.24		
Less repayments-----		\$ 9.70	
Total deductions-----		9.70	
Total passenger revenue-----			\$ 17,266.54
Mail-----			2,012.16
Express-----			1,549.46
Extra baggage and storage-----			109.50
Other items—news privilege-----			39.60
Total passenger earnings-----			20,977.26
<b>FREIGHT—</b>			
Freight revenue-----	62,902.78		
Less repayments—			
Overcharge to shippers-----	}	398.17	
Other repayments-----			
Total deductions-----		398.17	
Total freight revenue-----			62,504.61
Total freight earnings-----			62,504.61
Total passenger and freight earnings-----			83,481.87
<b>OTHER EARNINGS FROM OPERATION—</b>			
Switching charges—balance-----			.96
Rents not otherwise provided for-----			10.24
Other sources-----			352.72
Total other earnings-----			363.92
Total gross earnings from operation—North Carolina.			83,845.79
Total gross earnings from operation—entire line.			83,845.79

## CAPITAL STOCK.

Capital stock-----	\$ 625,000.00
Funded debt-----	615,000.00
Capital stock per mile (43.70 miles)-----	14,302.00
Funded debt per mile (43.70 miles)-----	14,073.00
Cost of road-----	1,254,894.12
Cost of road per mile-----	28,716.11
Current liabilities-----	537,101.82

## OPERATING EXPENSES—State of North Carolina.

Maintenance of way and structures-----	\$ 10,039.80
Maintenance of equipment-----	8,676.92
Conducting transportation-----	30,011.79
General expenses-----	2,833.78
Taxes-----	1,310.68
Total-----	52,872.97
Percentage of expenses to earnings—North Carolina-----	63.06

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Number Passengers, Tonnage, Car Mileage, Number Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue----	37,142	-----	-----	-----
Number of passengers carried one mile-----	626,532	-----	-----	-----
Number of passengers carried one mile per mile of road.	14,337	-----	-----	-----
Average distance carried—miles-----	16.87	-----	-----	-----
Total passenger revenue-----		17,266	54	-----
Average amount received from each passenger-----		-----	46	488
Average receipts per passenger per mile-----		-----	02	756
Total passenger earnings-----		20,977	26	-----
Passenger earnings per mile of road-----		480	03	-----
Passenger earnings per train mile-----		-----	64	887
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue----	68,228	-----	-----	-----
Number of tons carried one mile-----	1,392,076	-----	-----	-----
Number of tons carried one mile per mile of road----	31,855	-----	-----	-----
Average distance haul of one ton—miles-----	20.40	-----	-----	-----
Total freight revenue-----		62,504	61	-----
Average amount received for each ton of freight-----		-----	91	611
Average receipts per ton per mile-----		-----	04	490
Total freight earnings-----		62,504	61	-----
Freight earnings per mile of road-----		1,430	31	-----
Freight earnings per train mile-----		3	20	405
TOTAL TRAFFIC—				
Gross earnings from operation-----		83,845	79	-----
Gross earnings from operation per mile of road-----		1,918	67	-----
Gross earnings from operation per train mile-----		1	61	749
Operating expenses-----		51,562	29	-----
Operating expenses per mile of road-----		1,179	92	-----
Operating expenses per train mile-----		-----	99	470

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.	ASSETS.	Year Ending June 30, 1903.	
		Total.	Increase.
Total.			
\$ 1,254,894.12	Cost of road-----	\$ 1,254,894.12	
485,558.04	Profit and loss -----	522,207.70	\$ 36,649.66
1,740,452.16	Grand total -----	1,777,101.82	36,649.66
	LIABILITIES.		
625,000.00	Capital stock-----	625,000.00	
615,000.00	Funded debt -----	615,000.00	
500,452.16	Current liabilities-----	537,101.82	36,649.66
1,740,452.16	Grand total -----	1,777,101.82	36,649.66

## MISCELLANEOUS RAILROADS.

### Aberdeen and Ashboro Railroad Company.

#### OFFICERS.

Title.	Name.	Location of Office.
President-----	Henry A. Page-----	Aberdeen, N. C.
Secretary and Treasurer-----	Mary E. Page-----	Aberdeen, N. C.
Auditor-----	Frank Page-----	Biscoe, N. C.
General Manager-----	J. R. Page-----	Biscoe, N. C.
Traffic Manager-----	Henry A. Page-----	Aberdeen, N. C.

#### DIRECTORS.

Henry A. Page, Aberdeen, N. C.; Robert N. Page, Biscoe, N. C.; J. R. Page, Frank Page, Aberdeen, N. C.; W. H. Page, Englewood, N. Y.; N. A. McKethan, Aberdeen, N. C.; A. W. E. Capel, Troy, N. C.; J. G. Tomlinson, Troy, N. C.

#### PROPERTY OPERATED.

Aberdeen and Ashboro—from Aberdeen to Ashboro, N. C. (miles)-----	55.20
Aberdeen and Ashboro—Biscoe to Mt. Gilead (miles)-----	21.30
Jackson Springs R. R. Co. (operated under trackage rights)-----	4.00
Total (miles)-----	80.50

#### CAPITAL STOCK.

Capital stock—common—number of shares authorized-----	6,500
Par value of shares-----	\$ 100.00
Total amount issued and outstanding-----	250,000.00
Total number shares issued and outstanding-----	2,500.00
Total cash realized-----	190,000.00
Capital stock per mile-----	3,105.59
Jackson Springs R. R. Co.—capital stock (4 miles)-----	20,000.00

## FUNDED DEBT.

Amount issued*-----	\$ 80,000.00
Amount outstanding-----	69,000.00
Income bonds-----	5,000.00
Interest accrued and paid during year-----	5,760.00

\*Date of issue, 1890; when due, 1910; rate of interest, 6 per cent., payable January and July.

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Cost of road to June 30, 1903-----	\$ 338,083.71
Total equipment-----	77,158.85

## CURRENT ASSETS.

Balance current assets-----	\$ 8,875.50
-----------------------------	-------------

## EARNINGS FROM OPERATION.

Total passenger earnings-----	\$ 23,885.69
Total freight earnings-----	109,424.43
Telegraph companies-----	1,140.60
Total-----	134,450.72

INCOME ACCOUNT.

Gross earnings from operation -----	\$ 134,450.72	
Less operating expenses -----	78,974.02	
Income from operation -----		\$ 55,476.70
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued -----	5,760.00	
Taxes -----	2,570.00	
Other deductions -----	5,000.00	
Total deductions from income -----		13,330.00
Net income -----		42,146.70
Dividends—common stock 10 per cent. -----	25,000.00	
Other payments from net income -----	5,000.00	
Sinking fund -----	14,000.00	
Total -----		44,000.00
Deficit from operations of year ending June 30, 1903 -----	1,853.30	
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Report].	19,840.20	
Surplus on June 30, 1903 [for entry on "General Balance Sheet"] -----		17,986.90

OPERATING EXPENSES.

RECAPITULATION OF OPERATING EXPENSES—	
Maintenance of way and structures -----	\$ 23,677.89
Maintenance of equipment -----	11,216.67
Conducting transportation -----	35,914.44
General expenses -----	8,165.02
Grand total -----	78,974.02

## Aberdeen and Rockfish Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President, Gen'l Manager and Gen'l Freight Agent	John Blue -----	Aberdeen, N. C.
Secretary and Treasurer -----	W. A. Blue -----	Aberdeen, N. C.
Auditor -----	O. H. Folley -----	Aberdeen, N. C.
Counsel -----	U. L. Spence -----	
General Superintendent -----	C. N. Blue -----	Aberdeen, N. C.
Traffic Manager -----	N. A. McKeithan -----	Aberdeen, N. C.

## DIRECTORS.

John Blue, C. N. Blue, W. A. Blue, Aberdeen, N. C.; J. A. Blue, Timberland, N. C.; R. N. Page, Biscoe, N. C.; J. A. McKeithan, N. A. McKeithan, Aberdeen, N. C.

## PROPERTY OPERATED.

Aberdeen and Rockfish Railroad from Aberdeen to Rockfish (miles) -----	34
Aberdeen and Rockfish Railroad from Junction to Endon (miles) -----	10
Total miles -----	44

## CAPITAL STOCK.

Capital stock -----	\$ 100,000.00
Funded debt * -----	80,000.00
Balance cash assets -----	42,324.44
Cost of road and equipment -----	170,997.79

\* Rate of interest, 6 per cent.

## INCOME ACCOUNT.

Gross earnings from operation -----	\$ 69,318.22	
Less operating expenses -----	24,772.73	
Income from operation -----		\$ 44,545.49
Interest on funded debt -----	1,600.00	
Taxes -----	905.54	
Permanent improvements -----	397.75	
Total -----		2,903.29
Net income -----		41,642.20
Surplus June 30, 1902 -----		33,477.23

## OPERATING EXPENSES.

Maintenance of way and structures -----	\$ 4,915.67
Maintenance of equipment -----	4,775.39
Conducting transportation -----	10,964.34
General expenses -----	4,117.33
Total -----	24,772.73

## Atlantic and North Carolina Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President -----	James A. Bryan -----	New Bern, N. C.
Secretary and Treasurer -----	M. Manly -----	New Bern, N. C.
Attorney, or General Counsel -----	W. C. Monroe -----	New Bern, N. C.
Auditor -----	M. L. Willis -----	New Bern, N. C.
General Superintendent -----	S. L. Dill -----	New Bern, N. C.
Freight and Passenger Agent -----		
Master of Transportation -----	B. A. Newland -----	New Bern, N. C.

## DIRECTORS.

James A. Bryan, New Bern, N. C.; C. M. Busbee, Raleigh, N. C.; W. H. Smith, Goldsboro, N. C.; L. Harvey, Kinston, N. C.; J. C. Parker, Trenton, N. C.; T. W. Dewey, New Bern, N. C.; R. W. Taylor, Morehead City, N. C.; W. H. Hooker, Bayboro, N. C.; Dempsey Wood, Falling Creek, N. C.; C. E. Foy, New Bern, N. C.; Henry Weil, Goldsboro, N. C.; E. C. Duncan, Beaufort, N. C. Expiration of term, September 24, 1903.

## PROPERTY OPERATED.

Name.	Terminals.		Miles of Line for Each Road Named.
	From—	To—	
Atlantic and North Carolina Railroad	Goldsboro, N. C. -----	Morehead City, N. C. ---	95.00
Total -----	-----	-----	95.00

## CAPITAL STOCK.

Capital stock-----	\$ 1,797.200
Capital stock per mile-----	18,918

No dividends paid during year.

## FUNDED DEBT.

Bonds issued 1887, due 1917-----	\$ 325,000.00
Amount per mile-----	3,421.00
Interest due and paid-----	19,500.00
Cost of road to June 30, 1903-----	2,177,027.98
Cost of road per mile-----	22,916.08

## CURRENT ASSETS AND LIABILITIES.

ASSETS.	
Cash-----	\$ 12,259.21
Due from agents-----	11,808.49
Net traffic balances due from other companies-----	2,547.78
Balance—current liabilities-----	48,676.79
Total-----	75,292.27
LIABILITIES.	
Loans and bills payable-----	44,000.00
Audited vouchers and accounts-----	8,207.66
Dividends not called for-----	1,799.00
Matured interest coupons unpaid (including coupons due July 1)-----	9,750.00
Miscellaneous buildings (unfunded)-----	11,535.61
Total-----	75,292.27

## INCOME ACCOUNT.

Gross earnings from operation -----	\$ 304,107.59	
Less operating expenses -----	195,562.13	
Total income -----		\$ 108,545.46
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued -----	19,500.00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for. -----	2,121.66	
Taxes -----	11,094.63	
Permanent improvements -----	49,832.75	
Total deductions from income -----		82,549.04
Net income -----		25,996.42
Surplus from operations of year ending June 30, 1903 -----		25,996.42
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Re- port]. -----		14,993.76
Total -----		40,990.18
Surplus on June 30, 1903 [for entry on "General Balance Sheet"] -----		55,983.94

## EARNINGS FROM OPERATION—State of North Carolina.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
<b>PASSENGER—</b>			
Passenger revenue-----	\$ 98,113.09		
Less repayments—			
Tickets redeemed-----		\$ 99.59	
Excess fares refunded-----			
Total passenger revenue-----			\$ 98,013.52
Mail-----	8,760.44		
Express-----	18,834.97		
Total passenger earnings-----			27,595.41
			125,688.93
<b>FREIGHT—</b>			
Freight revenue-----	179,020.45		
Less repayments—			
Overcharge to shippers-----		1,142.37	
Total deductions-----		1,142.37	
Total freight revenue-----			177,878.08
Total freight earnings-----			177,878.08
Total passenger and freight earnings-----			308,487.01
<b>OTHER EARNINGS FROM OPERATION—</b>			
Rents not otherwise provided for-----	462.93		
Other sources-----	157.65		
Total other earnings-----			620.58
Total gross earnings from operation—entire line.			304,107.59

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.	
	Included in Operating Expenses.	Not Included in Operating Expenses, Charged to Income Account as Permanent Improvements.
<b>CONSTRUCTION—</b>		
Right of way and station grounds-----	\$ 25,787.37	\$-----
Real estate-----		6,508.30
Bridges, trestles and culverts-----	3,522.28	-----
Ties-----	5,748.82	-----
Rails-----		1,849.97
Sidings and yard extensions-----		626.53
Crossings, cattle guards and signs-----	484.09	-----
Station buildings and fixtures-----	6,152.33	31,550.60
Shops, roundhouses and turntables-----		15.84
Shop machinery and tools-----	3,750.08	3,135.20
Water stations-----	2,347.72	1,843.70
Docks and wharves-----	1,966.80	-----
General expenses-----	144,083.24	-----
Total construction-----	193,847.73	45,530.14
<b>EQUIPMENT—</b>		
Locomotives-----	7,686.87	-----
Passenger cars-----	13,085.83	-----
Freight cars-----	12,994.20	4,302.61
Other cars of all classes-----	663.79	-----
Total equipment-----	34,430.69	4,302.61
Total-----	228,278.42	49,832.75

## OPERATING EXPENSES.

Item.	Amount.
<b>OPERATING EXPENSES—</b>	
Maintenance of way and structures-----	\$ 43,855.45
Maintenance of equipment-----	41,169.10
Conducting transportation-----	94,603.16
General expenses-----	15,934.42
Grand total-----	195,562.13

## EMPLOYEES AND SALARIES.

Class.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General officers-----	4	1,444	\$ 6,077.73	\$ 4.22
Other officers-----	3	1,080	3,540.00	3.28
General office clerks-----	7	2,520	3,449.67	1.39
Station agents-----	18	6,480	5,520.00	.85
Other station men-----	17	6,120	6,840.00	1.12
Enginemen-----	12	4,320	12,657.60	2.93
Firemen-----	12	4,320	3,685.60	.83
Conductors-----	4	1,440	2,880.00	2.00
Other trainmen-----	14	4,040	3,540.00	.88
Machinists-----	6	1,872	4,212.00	2.25
Carpenters-----	14	4,368	6,246.24	1.43
Other shopmen-----	43	13,416	12,889.36	.96
Section foremen-----	9	3,240	3,781.76	1.17
Other trackmen-----	54	16,848	12,636.00	.75
Switchmen, flagmen and watchmen-----	9	2,640	2,167.00	.83
Telegraph operators and dispatchers-----	3	1,080	840.00	.78
All other employees and laborers-----	31	11,160	8,928.00	.80
Total (including "General Officers")-----	260	86,384	99,890.96	1.16

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.	ASSETS.	Year Ending June 30, 1903.		
Total.		Item.	Total.	Increase.
\$ 2,177,027.98	Cost of road-----	\$ 45,530.14	\$ 2,177,027.98	\$-----
-----	Cost of equipment-----	4,302.61	-----	-----
-----	-----	49,832.75	49,832.75	49,832.75
23,583.87	Cash and current assets-----	-----	26,615.48	3,931.61
2,200,611.85	Grand total-----	-----	2,253,476.21	52,864.36
LIABILITIES.				
1,797,200.00	Capital stock-----	-----	1,797,200.00	-----
325,000.00	Funded debt-----	-----	325,000.00	-----
63,418.09	Current liabilities-----	-----	75,292.27	11,874.18
14,993.76	Profit and loss-----	-----	55,983.94	40,990.18
2,200,611.85	Grand total-----	-----	2,253,476.21	52,864.36

## TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for Number Pas- sengers, Ton- nage, Car Mileage, Num- ber Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	144,279			
Number of passengers carried one mile-----	3,897,958			
Number of passengers carried one mile per mile of road.	27			
Total passenger revenue-----		98,013	52	
Average amount received from each passenger-----			67	933
Average receipts per passenger per mile-----			02	514
Total passenger earnings-----		125,688	73	
Passenger earnings per mile of road-----		1,322	20	
Passenger earnings per train mile-----		1	00	613
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue----	114,710			
Number of tons carried one mile-----	4,276,160			
Average distance haul of one ton—miles-----	.37			
Total freight revenue-----		177,878	08	
Average amount received for each ton of freight-----		1	59	980
Average receipts per ton per mile-----			04	155
Total freight earnings-----		177,878	08	
Freight earnings per mile of road-----		1,872	40	
Freight earnings per train mile-----		1	68	228
TOTAL TRAFFIC—				
Gross earnings from operation-----		304,107	59	
Gross earnings from operation per mile of road-----		3,201	13	
Gross earnings from operation per train mile-----		1	31	885
Operating expenses-----		195,562	13	
Operating expenses per mile of road-----		2,058	49	
Income from operation-----		108,545	46	
Income from operation per mile of road-----		1,142	58	

## Atlanta, Knoxville and Northern Railway Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	M. H. Smith-----	Louisville, Ky.
General Manager-----	J. H. Ellis-----	Knoxville, Tenn.
Treasurer-----	H. W. Oliver-----	Knoxville, Tenn.
General Freight and Passenger Agent-----	J. H. McWilliams-----	Knoxville, Tenn.

## PROPERTY OPERATED.

Terminals.		Miles.
From—	To—	
Marietta, Ga.-----	Knoxville, Tenn.-----	203.81
Blue Ridge, Ga.-----	Murphy, N. C.-----	23.45
Bridge-----	Knoxville, Tenn.-----	.84
Total-----		228.10
Miles in North Carolina-----		13.20

## CAPITAL STOCK.

Description.	Amount.
Capital stock-----	\$ 4,500,000.00
Capital stock—per mile-----	19,737.00

## FUNDED DEBT.

Item.	Amount.
Funded debt-----	\$ 1,500,000.00
Funded debt—per mile-----	6,579.00

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Amount.
Cost of road and equipment -----	\$ 6,000,000.00
Cost of road and equipment—per mile -----	26,316.00
Gross earnings—entire line -----	706,511.81
Gross earnings—per mile -----	3,097.00
Operating expenses—entire line -----	575,367.93
Operating expenses—per mile -----	2,524.00
Taxes paid—entire line -----	17,491.73
Employees -----	915

## Atlantic and Western Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	W. J. Edwards -----	Sanford, N. C.
Superintendent-----	H. P. Edwards -----	Sanford, N. C.
Treasurer -----	L. P. Hatch -----	Sanford, N. C.

## PROPERTY OPERATED.

Sanford to Jonesboro (miles) -----	2.25
------------------------------------	------

## CAPITAL STOCK.

Capital stock-----	\$ 5,400.00
Funded debt -----	12,500.00
Cost of road and equipment-----	18,000.00

## Cape Fear and Northern Railway Company.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and Vice-President--	J. E. Staggs-----	Durham, N. C.
President-----	B. N. Duke-----	Durham, N. C.
Secretary-Treasurer and General Manager--	J. C. Angier-----	Apex, N. C.
Traffic Manager-----	J. C. Angier-----	Apex, N. C.
Attorney-----	H. E. Norris-----	Raleigh, N. C.
Auditor-----	T. F. Wilkinson-----	Angier, N. C.
Chief Engineer and Superintendent-----	G. E. Lemmon-----	Apex, N. C.

## DIRECTORS.

J. E. Staggs, Durham, N. C.; George W. Watts, Durham, N. C.; J. C. Kilgo, Durham, N. C.; J. C. Angier, Apex, N. C.; H. E. Norris, Raleigh, N. C.; T. F. Wilkinson, Angier, N. C.; B. N. Duke, Durham, N. C.

## PROPERTY OPERATED.

The Cape Fear and Northern Railway Co., from Apex, N. C., to Duke, N. C. (miles)----	34.81
--	-------

## CURRENT ASSETS AND LIABILITIES.

ASSETS.	Amount.
Cash-----	\$ 48,329.66
Bills receivable-----	163.25
Due from agents-----	638.65
Due from solvent companies and individuals-----	210.77
Net traffic balances due from other companies-----	550.68
Total cash and current assets-----	49,892.96
LIABILITIES.	
Loans and bills payable-----	150,000.00
Miscellaneous-----	2,758.52
Total current liabilities-----	152,758.52

## CAPITAL STOCK.

Capital stock (20 miles)*-----	\$100,000.00
Capital stock per mile (20 miles)-----	5,000.00
Cost of equipment-----	25,651.10
Cost of construction-----	199,946.88

\*For which stock has been issued, \$6,286.94.

## INCOME ACCOUNT.

Gross earnings from operation-----	\$19,772.41	
Less operating expenses-----	10,325.39	
Income from operation-----		\$ 9,447.02
DEDUCTIONS FROM INCOME--		
Taxes-----	442.42	
Total deductions from income-----		442.42
Net income-----		9,004.60
Surplus from operations of year ending June 30, 1903-----		9,004.60
Surplus on June 30, 1902 [from "General Balance Sheet," 1901 Report]-----		21,774.76
Additions for year-----		9,004.60
Surplus on June 30, 1903 [for entry on "General Balance Sheet"]-----		30,779.36

## EARNINGS FROM OPERATION.

Item.	Actual Earnings.
PASSENGER--	
Total passenger revenue-----	\$ 2,859.83
Mail-----	866.12
Total passenger earnings-----	3,725.95
FREIGHT--	
Total freight revenue-----	15,820.33
Total passenger and freight earnings-----	19,546.28
OTHER EARNINGS FROM OPERATION--	
Car mileage—balance-----	216.13
Other sources-----	10.00
Total gross earnings from operation-----	19,772.41

## OPERATING EXPENSES.

Item.	Amount.
RECAPITULATION OF EXPENSES—	
Maintenance of way and structures -----	\$ 3,158.38
Maintenance of equipment -----	913.03
Conducting transportation -----	5,108.06
General expenses -----	1,145.92
Total -----	10,325.39
Percentage of expenses to earnings -----	69.89

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.		Year Ending June 30, 1903.	
Total.	ASSETS.	Total.	Increase.
\$ 96,512.39	Cost of road-----	\$ 199,946.88	\$ 103,434.09
20,887.03	Cost of equipment -----	25,651.10	4,764.07
713.00	Lands owned-----	6,763.00	6,050.00
5,342.19	Cash and current assets -----	49,892.96	44,550.77
	OTHER ASSETS—		
1,135.88	Materials and supplies-----	2,776.59	1,640.71
124,590.49	Grand total -----	283,537.88	158,947.39
	LIABILITIES.		
100,000.00	Capital stock-----	100,000.00	-----
2,815.73	Current liabilities-----	152,758.52	149,942.79
21,774.76	Profit and loss -----	30,779.36	9,004.60
124,590.49	Grand total -----	283,537.88	158,947.39

## TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for Number Passengers, Tonnage, Car Mileage, Number Cars, etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue----	5,725			
Number of passengers carried one mile-----	74,390			
Number of passengers carried one mile per mile of road.	3,719			
Average distance carried—miles -----	12.99			
Total passenger revenue -----		2,859	83	
Average amount received from each passenger -----			49	953
Average receipts per passenger per mile-----			03	84
Total passenger earnings-----		3,725	95	
Passenger earnings per mile of road-----		186	29	07
Passenger earnings per train mile-----			19	771
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue--	23,966			
Number of tons carried one mile -----	374,228			
Number of tons carried one mile per mile of road--	18,711			
Average distance haul of one ton—miles-----	15.61			
Total freight revenue -----		15,820	33	
Average amount received for each ton of freight-----			66	011
Average receipts per ton per mile-----			04	227
Total freight earnings-----		15,820	33	
Freight earnings per mile of road-----		791	01	
Freight earnings per train mile-----			84	03
TOTAL TRAFFIC—				
Gross earnings from operation -----		19,772	41	
Gross earnings from operation per train mile -----		988	62	
Gross earnings from operation per train mile -----		1	50	27
Operating expenses -----		10,325	39	
Operating expenses per mile of road-----		516	26	09
Operating expenses per train mile -----			54	84
Income from operation-----		9,447	02	
Income from operation per mile of road-----		472	35	01

## Caldwell and Northern Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	Wm. J. Merrill-----	Philadelphia, Pa.
Treasurer-----	J. H. Danenhowes-----	Philadelphia, Pa.
Solicitor-----	Edward L. Perkins-----	Philadelphia, Pa.
General Manager-----	George O. Shakespear-----	Lenoir, N. C.
Traffic Manager-----	W. B. Watson-----	Lenoir, N. C.

## PROPERTY OPERATED.

Lenoir to Collettsville, N. C.—main line (miles)-----	10.60
Capital stock-----	\$ 89,200.00
Capital stock per mile-----	8,415.09
Cost of road and equipment-----	93,884.03
Gross earnings-----	11,106.26
Operating expenses-----	6,071.31
Taxes-----	236.30
Employees-----	10

## Carthage Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	J. C. Black-----	Carthage, N. C.
Secretary-----	W. J. Adams-----	Carthage, N. C.
Auditor-----	W. C. Petty, Jr.-----	Carthage, N. C.
General Manager and Lessee-----	W. C. Petty-----	Carthage, N. C.

## DIRECTORS.

W. T. Jones, George C. Graves, Jas. D. McIver, L. P. Tyson, A. H. McNeill, C. J. Shaw, J. C. Black, Carthage, N. C.

## PROPERTY OPERATED.

Carthage Railroad—from Cameron to Hallison (miles)-----	18.50
---	-------

The Carthage Railroad was leased to W. C. Petty for a term of 97 years, from 1890, who has exclusive control of the road.

## CAPITAL STOCK.

Capital stock-----	\$ 16,050.00
Capital stock per mile-----	8,575.60
Equipment-----	11,000.00
Construction-----	68,400.00
Construction and equipment per mile-----	4,291.88

## OPERATING EXPENSES.

Maintenance of way and structures-----	\$ 3,373.86
Maintenance of equipment-----	785.92
Conducting transportation-----	4,263.72
General expenses-----	1,973.00
Total-----	10,396.50

## INCOME ACCOUNT.

Gross earnings from operation-----	\$ 20,775.08	
Less operating expenses-----	10,416.50	
Income from operation-----		\$ 10,358.58
DEDUCTIONS FROM INCOME—		
Rents paid for lease of road-----	1,440.00	
Taxes-----	461.73	
Total deductions from income-----		1,901.73
Net income-----		8,456.85
Surplus year ending June 30, 1903-----		8,456.85
Surplus on June 30, 1902-----		22,702.12
Additions for year-----		8,456.85
Surplus on June 30, 1903-----		31,158.97

## Cashie and Chowan Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President and General Manager-----	J. T. Deal -----	Howard, N. C.
Treasurer -----	J. C. Johnson -----	Baltimore, Md.

## PROPERTY OPERATED.

Howard, N. C., to Woods (miles)—timber lands-----	7
Spurs (miles)-----	6

## CAPITAL STOCK.

Capital stock -----	\$ 100,000.00
Cost of road -----	17,500.00
Cost of road per mile -----	1,346.15
Cost of equipment-----	10,500.00
Cost of equipment per mile-----	807.69
Taxes paid-----	387.05

Earnings and expenses not given.

## Carolina and Northwestern Railway Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	W. A. Barber-----	New York, 5 Nassau St.
Secretary-----	J. J. McLure-----	Chester, S. C.
Treasurer -----	M. S. Lewis-----	Chester, S. C.
General Counsel-----	J. A. Marion-----	Chester, S. C.
Auditor and Traffic Manager-----	E. F. Reid -----	Chester, S. C.
General Manager-----	L. T. Nichols -----	Chester, S. C.
Chief Engineer-----	J. W. Fletcher, Jr.-----	Chester, S. C.
Superintendent of Telegraph-----	C. A. Darlton-----	Washington, D. C.

## DIRECTORS.

J. L. Agurs, Chester, S. C.; T. H. White, Chester, S. C.; J. H. Marion, Chester, S. C.; W. Holmes Hardin, Chester, S. C.; J. F. Wallace, Yorkville, S. C.; Geo. A. Gray, Gastonia, N. C.; J. A. Martin, Hickory, N. C. Term expires September, 1903.

## PROPERTY OPERATED—North Carolina.

Carolina and Northwestern Railway, from N. C. State Line to Lenoir, N. C. (miles)---	72.30
Entire line—Chester, S. C., to Lenoir, N. C. (miles) -----	109.30

## CAPITAL STOCK—FUNDED DEBT.

Capital stock-----	\$ 350,000.00
Funded debt (1950) 5 per cent.-----	475,000.00
Capital stock per mile-----	3,202.00
Bonds—per mile -----	4,117.10
Mileage -----	109.30
Cost of road, equipment and permanent improvements to June 30, 1903—entire line--	139,823.48
Cost of road, equipment and permanent improvements to June 30, 1902—entire line--	137,742.37
Cost of road and equipment—North Carolina -----	92,283.50

## CURRENT ASSETS AND LIABILITIES.

ASSETS.	Amount.
Cash -----	\$ 23,307.82
Bills receivable-----	2,133.94
Due from agents-----	25,489.47
Due from solvent companies and individuals-----	37,149.34
Advance payment taxes and insurance -----	1,682.65
Total—cash and current assets-----	89,763.22
Total-----	89,763.22
LIABILITIES.	
Loans and bills payable -----	48,820.41
Audited vouchers and accounts-----	6,810.93
Wages and salaries-----	6,305.30
Net traffic balances due to other companies -----	2,634.76
Matured interest coupons unpaid (including coupons due July 1) -----	2,825.00
Total—current liabilities-----	67,396.40
Balance—cash assets-----	22,366.82
Total-----	89,763.22

Materials and supplies on hand, \$18,256.72.

## INCOME ACCOUNT—Entire Line.

Gross earnings from operation -----	\$ 193,921.61	
Less operating expenses -----	132,035.75	
Income from operation -----		\$ 61,885.86
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued -----	19,887.50	
Taxes -----	3,888.08	
Permanent improvements -----	2,081.11	
Total deductions from income -----		25,856.69
Net income -----		36,029.17
Surplus from operations of year ending June 30, 1903 -----	36,029.17	
Surplus on June 30, 1902 -----	28,133.51	
Construction -----	2,081.11	
Surplus on June 30, 1903 -----		66,243.79

## OPERATING EXPENSES—Entire Line.

Maintenance of way and structures -----	\$ 20,363.63
Maintenance of equipment -----	17,174.85
Conducting transportation -----	85,022.69
General expenses -----	9,474.58
Grand total -----	132,035.75
Percentage of expenses to earnings—entire line -----	68.08
OPERATING EXPENSES—STATE OF NORTH CAROLINA—	
Maintenance of way and structures -----	13,440.00
Maintenance of equipment -----	11,335.40
Conducting transportation -----	56,114.98
General expenses -----	6,253.22
Total -----	87,143.60
Percentage of expenses to earnings—North Carolina -----	68.08

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Num- ber Passengers, Car Mileage, Tonnage, Number Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue----	53,615	-----	-----	-----
Number of passengers carried one mile-----	1,173,716	-----	-----	-----
Number of passengers carried one mile per mile of road.	13,525	-----	-----	-----
Average distance carried—miles-----	21.88	-----	-----	-----
Total passenger revenue-----	-----	30,565	21	-----
Average amount received from each passenger----	-----	-----	57	009
Average receipts per passenger per mile-----	-----	-----	02	604
Total passenger earnings-----	-----	37,617	65	-----
Passenger earnings per mile of road-----	-----	521	47	-----
Passenger earnings per train mile-----	-----	-----	31	694
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue----	65,651	-----	-----	-----
Number of tons carried one mile-----	1,451,579	-----	-----	-----
Number of tons carried one mile per mile of road----	20,122	-----	-----	-----
Average distance haul of one ton—miles-----	22.11	-----	-----	-----
Total freight revenue-----	-----	89,906	87	-----
Average amount received for each ton of freight----	-----	1	36	947
Average receipts per ton per mile-----	-----	-----	06	193
Total freight earnings-----	-----	89,906	87	-----
Freight earnings per mile of road-----	-----	1,246	31	-----
Freight earnings per train mile-----	-----	1	30	300
TOTAL TRAFFIC—				
Gross earnings from operation-----	-----	127,988	26	-----
Gross earnings from operation per mile of road----	-----	1,774	21	-----
Gross earnings from operation per train mile-----	-----	1	07	833
Operating expenses-----	-----	87,143	60	-----
Operating expenses per mile of road-----	-----	1,208	01	-----
Operating expenses per train mile-----	-----	-----	73	421
Income from operation-----	-----	40,844	67	-----
Income from operation per mile of road-----	-----	566	20	-----

## Carolina and Northern Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
Receiver-----	W. J. Edwards-----	Sanford, N. C.
Auditor-----	G. M. Whitfield-----	Marion, S. C.
General Superintendent-----	T. C. McNeely-----	Marion, S. C.

## PROPERTY OPERATED.

Lumberton, N. C., to Marion, S. C. (miles)-----	40.24
Miles in North Carolina-----	20.76

## CAPITAL STOCK.

Capital stock-----	\$ 500,000.00
Funded debt-----	500,000.00
Cost of road and equipment-----	1,008,000.00
Gross earnings-----	47,845.86
Operating expenses-----	31,260.72
Gross earnings per mile-----	1,189.01
Operating expenses per mile-----	776.85
Interest on debt accrued-----	25,000.00
Taxes-----	752.52
Deficit-----	9,167.38
Deficit June 30, 1902-----	13,369.06
Deficit June 30, 1903-----	22,536.44

## Chowan and Aulander Railroad.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	P. D. Camp-----	Franklin, Va.
Secretary and Treasurer-----	R. J. Camp-----	Franklin, Va.

## PROPERTY OPERATED.

From Harrellsville, N. C., to Aulander, N. C. (lumber road)-----	24 miles.
--	-----------

In operation—10 miles in Hertford county.  
14 miles in Bertie county.

## CAPITAL STOCK.

Capital stock-----	\$ 30,000.00
--------------------	--------------

## Durham and Charlotte Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	John B. Leming-----	Bridesburg, Pa.
Second Vice-President-----	J. S. Carr-----	Durham, N. C.
Superintendent, Freight and Passenger Agent, Auditor-----	Frank D. Jones-----	Gulf, N. C.
	John H. Kennedy-----	Gulf, N. C.
Treasurer-----	E. H. Middleton-----	Frankford, Pa.
Attorney-----	W. A. Guthrie-----	Durham, N. C.

## DIRECTORS.

John B. Leming, Bridesburg, Pa.; E. H. Middleton, Frankford, Pa.; Julian S. Carr, Durham, N. C.; Wm. A. Guthrie, Durham, N. C.; Wm. Peay, Durham, N. C.

## PROPERTY OPERATED.

Gulf to Star (miles)-----	33.75
Capital stock-----	None issued.
Gross earnings-----	\$ 16,535.02
Operating expenses-----	16,284.90
Taxes-----	618.64
Deficit-----	368.52
Equipment-----	6,030.00
Cost of construction-----	157,821.39
Cost of construction and equipment-----	163,851.39
Cost of construction and equipment per mile-----	4,819.15
Passenger earnings-----	3,477.25
Freight earnings-----	13,057.77

Funded debt is not given.

## East Carolina Railway Company.

## OFFICER.

President and Manager-----	Henry Clark Bridgers-----	Tarboro, N. C.
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## ROAD OPERATED.

From Tarboro to Farmville (miles)-----	24.52
--	-------

## CAPITAL STOCK.

Capital stock authorized-----	\$200,000.00
Capital stock paid up-----	55,000.00
Floating debt-----	60,500.00
Cost of road-----	108,000.00
Gross earnings-----	36,495.56
Operating expenses-----	33,283.13
Taxes-----	293.39
Employees-----	30

# East Tennessee and Western North Carolina Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President -----	R. F. Hoke -----	Raleigh, N. C.
Secretary and Treasurer -----	John S. Wise -----	Philadelphia, Pa.
Auditor -----	J. E. Vance -----	Cranberry, N. C.
Superintendent -----	George W. Hardin -----	Cranberry, N. C.

## DIRECTORS.

Frank Firmstone, Easton, Pa.; R. F. Hoke, Raleigh, N. C.; John S. Wise, H. M. Howe, Calvin Pardee, Frank P. Howe, Philadelphia, Pa.; Mahlon Pitney, Morristown, N. J.

## EARNINGS FROM OPERATION.

Gross earnings—entire line -----		\$ 146,991.94
Operating expenses—entire line -----		96,027.56
Income from operation-----		50,964.34
DEDUCTIONS—		
Interest on funded debt -----	\$ 10,000.00	
Interest on current liabilities -----	576.72	
Taxes -----	3,319.76	
Other deductions-----	290.17	
Total -----		14,177.55
Net income -----		36,957.39
Surplus from operations of year ending June 30, 1903-----		36,957.39
Deficit June 30, 1902 -----		75,026.32
Deficit June 30, 1903 -----		33,063.93
Earnings—North Carolina -----		12,969.87
Operating expenses—North Carolina -----		8,473.02

## PROPERTY OPERATED IN NORTH CAROLINA.

Cranberry Iron and Coal Company (operated by East Tennessee and Western North Carolina Railroad Co.), from Cranberry to State Line (miles).	3
Entire line—Johnson City, Tenn., to Cranberry, N. C. (miles)-----	34
Capital stock—entire line-----	\$ 501,900.00
Capital stock per mile-----	16,190.00
Bonds—entire line-----	250,000.00
Per mile-----	8,065.00
Balance—current liabilities-----	90,949.37
Cost of road—entire line-----	691,483.29
Cost of equipment—entire line-----	113,297.15
Cost of construction and equipment per mile-----	25,960.66
Cost of construction and equipment—North Carolina-----	71,010.03
Cost per mile-----	2,290.65

## Linville River Railway Company.

## OFFICERS.

Title.	Name.	Location of Office.
President and Manager-----	W. M. Ritter-----	Columbus, O.
Treasurer-----	C. W. Seaman-----	Columbus, O.
Traffic Manager-----	J. Mortimer, Jr.-----	Saginaw, N. C.

## ROAD OPERATED.

From Cranbury, N. C., to Saginaw, N. C. (miles)-----	12
--	----

## CAPITAL STOCK, Etc.

Capital stock-----	\$ 60,000.00
Funded debt-----	60,000.00
Cost of road-----	120,000.00
Gross earnings-----	35,454.93
Gross earnings per mile-----	2,954.58
Operating expenses-----	19,970.58
Operating expenses per mile-----	1,664.22
Taxes paid-----	236.09
Employees-----	25

## Lawndale Railroad Company.

## OFFICERS.

Controlled and Managed by H. F. Schenck, Lawndale, N. C.

## PROPERTY OPERATED.

Lawndale to Schenck's station (miles) -----	9
Gross earnings-----	\$ 10,185.77
Operating expenses-----	5,784.37

This road is owned by the Cleveland Cotton Mills, and is used mainly for transporting the freight of this company.

## Mount Airy and Eastern Railway Company.

## OFFICERS.

Title.	Name.	Location of Office.
Superintendent-----	S. A. White-----	Mt. Airy, N. C.
Receivers-----	{ E. M. Wiley -----	Norfolk, Va.
	{ W. D. Hardy -----	New York, N. Y.

## PROPERTY OPERATED.

Mt. Airy, N. C., to Danube--5 miles in North Carolina -----	19.25 miles.
---	--------------

## CAPITAL STOCK.

Capital stock-----	\$ 25,990.00
Capital stock per mile -----	5,198.00
Funded debt -----	33,984.40
Gross earnings--North Carolina -----	1,948.85
Operating expenses--North Carolina-----	1,781.60
Earnings per mile -----	389.77
Expenses per mile-----	356.32

## New Hanover Transit Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	H. C. McQueen-----	Wilmington, N. C.
General Manager-----	John W. Harper-----	Wilmington, N. C.
Treasurer and Attorney-----	Wm. T. Smith-----	Wilmington, N. C.

## PROPERTY OPERATED.

Cape Fear River to Carolina Beach-----	4 miles.
--	----------

## CAPITAL STOCK.

Capital stock-----	\$ 8,850.00
Cost of road and equipment-----	4,500.00
Earnings-----	1,292.90
Expenses-----	1,667.69

## Northampton and Hertford Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President and Treasurer-----	Chas. T. Wescott-----	Baltimore, Md.
General Manager, etc.-----	W. E. Trenchard-----	Gumberry, N. C.

## PROPERTY OPERATED.

From Gumberry, N. C., to Jackson, N. C. (miles) -----	9
---	---

## CAPITAL STOCK.

Capital stock—total amount issued and outstanding -----	\$ 45,000.00
---	--------------

## COST OF ROAD AND EQUIPMENT.

Equipment-----	No record.
Construction-----	No record.
Gross earnings-----	\$ 10,219.60
Operating expenses-----	4,966.38
Income from operation-----	5,253.28
Taxes-----	151.88
Surplus from operation June 30, 1903-----	5,104.34
Surplus June 30, 1902-----	12,908.60
Surplus June 30, 1903-----	18,009.94

## Norfolk and Southern Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	John Carstensen -----	New York, N. Y.
Vice-President -----	Alfred Skitt-----	New York, N. Y.
Secretary and Treasurer -----	Clarence Morgan -----	New York, N. Y.
General Counsel-----	Wm. H. White-----	Norfolk, Va.
Attorneys -----	Pruden & Pruden -----	Edenton, N. C.
Auditor-----	George M. Glazier-----	Norfolk, Va.
General Manager-----	Morris K. King-----	Norfolk, Va.
General Superintendent-----	Wm. W. King -----	Norfolk, Va.
Division Superintendent -----	A. M. Hawkins-----	Belhaven, N. C.
Division Superintendent -----	B. P. Holland-----	Norfolk, Va.
Acting Superintendent Motive Power-----	John Whetstone-----	Berkley, Va.
Engineer of Maintenance of Way-----	F. L. Nicholson-----	Norfolk, Va.
General Freight and Passenger Agent-----	H. C. Hudgins-----	Norfolk, Va.

## DIRECTORS.

J. Carstensen, New York City ; Alfred Skitt, New York City ; Edward V. W. Rossiter, New York City ; Walter S. Johnston, New York City ; Henry Sampson, New York City ; Chauncey M. Depew, New York City ; Charles F. Cox, New York City ; George R. Turnbull, New York City ; Morris K. King, Norfolk, Va. Term expires March 4, 1904.

## PROPERTY OPERATED—Entire Line.

Name.	Terminals.		Miles of Line for Each Road Named.
	From—	To—	
Norfolk and Southern Railroad Co.---	Berkley, Va.-----	Edenton, N. C. -----	75.49
	Mackey's Ferry, N. C.---	Belhaven, N. C. -----	29.80
	Norfolk, Va.-----	Cape Henry, Va. -----	24.24
	Kempsville, Va.-----	Munden Point, Va. ----	22.14
Total-----			151.67
Miles in North Carolina-----			82.76

## NAME OF STEAMERS, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Neuse, Plymouth, M. E. Dickerman, N. L. Wagner, Haven Belle, Comet, C. W. Pettit, Lucy, M. E. Roberts, John W. Garrett, two tugs, fifteen car floats, lighters, etc.

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

Class of Bond or Obligation.	Time.		Amount of Authorized Issue Per Mile of Road.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate, Per Cent.	When Payable.	Interest.	
	Date of Issue.	When Due.							Amount Accrued During Year.	Amount Paid During Year.
First mortgage-----	June 1, 1891	May 1, 1941	\$-----	\$ 750,000.00	\$ 750,000.00	\$ 745,050.00	5	May-Nov.	\$ 37,500.00	\$ 37,500.00
First mortgage-----	Feb. 6, 1899	May 1, 1941	-----	80,000.00	80,000.00	88,000.00	5	May-Nov.	4,000.00	4,000.00
First mortgage-----	Jan. 26, 1900	May 1, 1941	10,000.00	520,000.00	520,000.00	-----	5	May-Nov.	26,000.00	26,000.00
First mortgage-----	July 1, 1902	May 1, 1941	-----	30,000.00	30,000.00	33,000.00	5	May-Nov.	1,500.00	1,500.00
Total mortgage bonds-----	-----	-----	10,000.00	1,380,000.00	1,380,000.00	866,050.00	-----	-----	69,000.00	69,000.00
Grand total-----	-----	-----	10,000.00	1,380,000.00	1,380,000.00	866,050.00	-----	-----	69,000.00	69,000.00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS.	
Cash .....	\$ 29,506.27
Bills receivable .....	4,320.00
Due from agents .....	17,099.31
Due from solvent companies and individuals .....	91,327.23
Net traffic balances due from other companies .....	57,628.36
Total cash and current assets .....	199,881.17
CURRENT LIABILITIES.	
Loans and bills payable .....	23,290.98
Audited vouchers and accounts .....	} 150,271.52
Wages and salaries .....	
Miscellaneous .....	2,802.45
Total, current liabilities .....	176,364.95
Balance, cash assets .....	23,516.22
Total .....	199,881.17

Materials and supplies on hand, \$49,361.45.

## RECAPITULATION.

## FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount Per Mile of Line.	
			Miles.	Amount.
Capital stock .....	\$ 2,000,000.00	\$ 2,000,000.00	151.67	\$ 13,186.52
Bonds .....	1,380,000.00	1,380,000.00	151.67	9,098.70
Total .....	3,380,000.00	3,380,000.00	151.67	22,285.22

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.		Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost Per Mile.
	Included in Operating Expenses.	Not Included in Operating Expenses, Charged to Construction or Equipment.			
EQUIPMENT—					
Locomotives -----	\$ 1,312.00	\$ -----	\$ -----	\$ -----	\$ -----
Passenger cars -----	1,161.32	22,241.90	-----	-----	-----
Floating equipment -----	9,881.35	2,000.00	-----	-----	-----
Total equipment -----	12,354.67	20,241.90	-----	-----	-----
Total construction -----	54,029.41	30,000.00	-----	-----	-----
Grand total cost construction, equipment, etc.	66,384.08	50,241.90	3,599,091.19	3,649,333.09	24,061.01

## INCOME ACCOUNT.

Gross earnings from operation -----	\$792,714.04	
Less operating expenses -----	598,549.14	
Income from operation -----		\$194,164.90
Miscellaneous income—less expenses -----	7,910.47	
Income from other sources -----		7,910.47
Total income -----		202,075.37
<b>DEDUCTIONS FROM INCOME—</b>		
Interest on funded debt accrued -----	69,000.00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for. -----	138.82	
Total deductions from income -----		69,138.82
Dividends, 4 per cent. common stock -----	80,000.00	
Total -----		80,000.00
Surplus from operations of year ending June 30, 1903 -----		30,736.84
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Report] -----		307,645.63
Additions for year -----	3,000.00	
Deductions for year -----	21,025.03	
		18,025.03
Surplus on June 30, 1903 [for entry on "General Balance Sheet"] -----		320,357.44
Taxes paid—North Carolina -----		10,162.59
Taxes paid—Virginia -----		12,037.12

## EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Re-payments, etc.	Actual Earnings.
PASSENGER—			
Passenger revenue .....	\$ 181,443.44		
Less repayments—			
Tickets redeemed .....		\$ 206.09	
Excess fares refunded .....			
Total deductions .....		206.09	
Total passenger revenue .....			\$ 181,237.35
Mail .....			12,697.32
Express .....			5,982.13
Extra baggage and storage .....			1,350.02
Other items .....			3,390.56
Total passenger earnings .....			204,657.38
FREIGHT—			
Freight revenue .....	530,321.58		
Less repayments—			
Overcharge to shippers .....		3,755.76	
Total deductions .....		3,755.76	
Total freight revenue .....			526,565.82
Terminal .....			5,055.96
Lighterage .....			45,704.66
Coal sales .....			6,004.06
Total freight earnings .....			583,330.50
Total passenger and freight earnings .....			787,987.88
OTHER EARNINGS FROM OPERATION—			
Telegraph companies .....		1,151.25	
Other sources .....		3,574.91	
Total other earnings .....			4,726.16
Total gross earnings from operation—entire line.			792,714.04

## STOCKS OWNED.

## A. RAILWAY STOCKS.

Name.	Total Par Value.	Valuation.
Norfolk and Portsmouth Belt Line Railroad Co. -----	\$ 6,200.00	\$ 6,200.00
Norfolk, Virginia Beach and Southern Railroad Co. -----	3,500.00	3,500.00
Total -----	9,700.00	9,700.00

## MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Operating company's steamers -----	\$ 138,218.29	\$ 135,409.84	\$ 2,808.45
Old material, etc. -----	2,641.16	-----	2,641.16
Rents and leases -----	1,884.20	-----	1,884.20
Interest earnings -----	576.66	-----	576.66
Total -----	143,320.31	135,409.84	7,910.47

## OPERATING EXPENSES.

Maintenance of way and structures -----	\$ 155,481.25
Maintenance of equipment -----	79,165.02
Conducting transportation -----	318,595.37
General expenses -----	45,307.50
Total -----	598,549.14
Percentage of expenses to earnings—entire line -----	75.51

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.		June 30, 1903.	Year Ending June 30, 1903.	
Total.	ASSETS.	Total.	Increase.	Decrease.
\$ 3,599,091.19	Cost of road -----	\$ 3,649,333.09	\$ 50,241.90	
	Cost of equipment -----			
8,700.00	Stocks owned -----	9,700.00	1,000.00	
129,181.22	Cash and current assets -----	199,881.17	70,699.95	
55,098.67	Materials and supplies -----	49,361.45		\$ 5,737.22
3,792,071.08	Grand total -----	3,908,275.71	116,204.63	5,737.22
	LIABILITIES.			
2,000,000.00	Capital stock -----	2,000,000.00		
1,350,000.00	Funded debt -----	1,380,000.00	30,000.00	
123,095.45	Current liabilities -----	176,364.95	53,269.50	
11,250.00	Accrued interest on funded debt not yet payable.	11,500.00	250.00	
80.00	Accrued general interest not yet payable.	53.32		26.68
	Dividend payable July 10, 1903 -----	20,000.00	20,000.00	
307,645.63	Profit and loss -----	320,357.44	12,711.81	
3,792,071.08	Grand total -----	3,908,275.71	116,204.63	26.68

## TRAFFIC AND MILEAGE STATISTICS—Entire Line.

Item.	Column for Number Passengers, Tonnage, Car Mileage, Number Cars, etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	425,074	-----	-----	-----
Number of passengers carried one mile -----	8,580,249	-----	-----	-----
Number of passengers carried one mile per mile of road.	56,572	-----	-----	-----
Average distance carried—miles -----	20.19	-----	-----	-----
Total passenger revenue -----		181,237	35	-----
Average amount received from each passenger -----			42	637
Average receipts per passenger per mile-----			02	112
Total passenger earnings-----		204,657	38	-----
Passenger earnings per mile of road -----		1,349	36	-----
Passenger earnings per train mile -----			77	333
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue-----	539,113	-----	-----	-----
Number of tons carried one mile -----	26,918,752	-----	-----	-----
Number of tons carried one mile per mile of road ---	177,482	-----	-----	-----
Average distance haul of one ton—miles -----	49.93	-----	-----	-----
Total freight revenue -----		526,565	82	-----
Average amount received for each ton of freight ---			97	673
Average receipts per ton per mile-----			01	956
Total freight earnings-----		583,330	50	-----
Freight earnings per mile of road -----		3,846	05	-----
Freight earnings per train mile -----		3	81	633
TOTAL TRAFFIC—				
Gross earnings from operation -----		792,714	04	-----
Gross earnings from operation per mile of road -----		5,226	57	-----
Gross earnings from operation per train mile -----		2	14	867
Operating expenses -----		598,549	14	-----
Operating expenses per mile of road -----		3,946	39	-----
Operating expenses per train mile -----		1	62	238
Income from operation -----		194,164	90	-----
Income from operation per mile of road -----		1,280	18	-----

## FREIGHT TRAFFIC MOVEMENT.

Commodity.	Freight Originating on This Road.	Freight Received From Con- necting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
PRODUCTS OF AGRICULTURE—				
Grain -----	8,872	-----	8,872	1.60
Other mill products -----	4,329	-----	4,329	.80
Hay -----	406	-----	406	.07
Tobacco -----	-----	2,848	2,848	.50
Cotton -----	13,656	1,518	15,174	2.80
Fruit and vegetables -----	39,562	-----	39,562	7.30
Peanuts -----	7,525	-----	7,525	1.40
PRODUCTS OF ANIMALS—				
Live stock -----	624	-----	624	.11
Other packing-house products -----	796	-----	796	.15
Poultry, game and fish -----	11,661	-----	11,661	2.16
PRODUCTS OF FOREST—				
Lumber -----	157,030	-----	157,030	29.30
Logs -----	109,897	-----	109,897	20.40
Wood, ties, staves and shingles -----	32,051	-----	32,051	5.90
MANUFACTURES—				
Petroleum and other oils -----	479	262	741	.13
Naval stores -----	949	-----	949	.18
Fertilizer -----	26,415	-----	26,415	4.90
Merchandise -----	96,187	24,046	120,233	22.30
Total tonnage—entire line -----	510,439	28,674	539,113	100.00

## Norfolk and Western Railway Company.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board-----	Henry Fink -----	New York, N. Y.
President-----	F. J. Kimball-----	Philadelphia, Pa.
Secretary-----	A. H. Hemphill -----	Philadelphia, Pa.
Treasurer-----	Wm. G. McDowell-----	Philadelphia, Pa.
General Solicitor-----	Jos. I. Doran-----	Philadelphia, Pa.
Attorney or General Counsel-----	Victor Morawetz-----	New York, N. Y.
Comptroller-----	M. C. Jameson-----	Roanoke, Va.
Auditor General-----	Jos. W. Cox-----	Roanoke, Va.
Auditor Receipts-----	Walter McDowell-----	Roanoke, Va.
General Manager and Vice-President-----	L. E. Johnson-----	Roanoke, Va.
Assistant General Manager-----	J. C. Cassell-----	Roanoke, Va.
Chief Engineer-----	Chas. S. Churchill-----	Roanoke, Va.
General Superintendent-----	N. D. Maher-----	Roanoke, Va.
Assistant General Superintendent-----	G. W. Merrill-----	Roanoke, Va.
Division Superintendent-----	W. S. Becker, Norfolk Division--	Crewe, Va.
Division Superintendent-----	G. P. Johnson, Shenandoah Div.--	Roanoke, Va.
Division Superintendent-----	J. W. Cook, Radford Div.-----	Roanoke, Va.
Division Superintendent-----	A. C. Needles, Pocahontas Div.--	Bluefield, W. Va.
Division Superintendent-----	J. B. Conners, Scioto Div.-----	Portsmouth, Ohio.
Superintendent of Telegraph-----	W. C. Walstrum-----	Roanoke, Va.
Superintendent of Terminals-----	E. L. Dubarry-----	Norfolk, Va.
Traffic Manager-----	T. S. Davant-----	Roanoke, Va.
General Freight Agent-----	J. R. Ruffin-----	Roanoke, Va.
Assistant General Freight Agent-----	O. Howard Royer-----	Roanoke, Va.
General Passenger Agent-----	W. B. Bevill-----	Roanoke, Va.
Assistant General Ticket Agent-----	W. B. Bevill-----	Roanoke, Va.

## DIRECTORS.

F. J. Kimball, Philadelphia, Pa.; Henry Fink, New York, N. Y.; W. H. Barnes, Philadelphia, Pa.; Joseph I. Doran, Philadelphia, Pa.; Victor Morawetz, New York, N. Y.; Walter H. Taylor, Norfolk, Va.; J. Kennedy Tod, New York, N. Y.; John P. Green, Philadelphia, Pa.; S. M. Prevost, Philadelphia, Pa.; Samuel Rea, Philadelphia, Pa.; James McCrea, Pittsburg, Pa. Date of expiration of term, October 9, 1903.

## PROPERTY OPERATED.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From—	To—		
Norfolk and Western Railway—Main Line.	Lamberts Point ---	Columbus, O. ----	706.07	1,541.47
	Lynchburg -----	Durham -----	115.43	
	Roanoke -----	Hagerstown -----	238.11	
	Roanoke -----	Winston-Salem ---	121.30	
	Radford Junction --	Bristol-----	110.75	
	North Carolina Jct.	Fries -----	43.49	
	Graham -----	Norton -----	100.40	
	Portsmouth Jct. ---	Cincinnati and Ivondale.	105.92	
Branch -----	Petersburg -----	City Point -----	10.00	
	Glade Spring -----	Saltville -----	9.33	
	Line of road -----	Industries -----	160.96	
Total -----				180.29
Mileage in North Carolina—Main Line.			87.34	1,721.76
Branches in North Carolina			2.48	
Total -----				89.82

## CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Capital stock—common--	\$ 660,000	\$ 100.00	\$ 66,000,000	\$ 66,000,000	3	\$ 1,934,076
preferred	230,000	100.00	23,000,000	23,000,000	4	914,818
Total -----	890,000	100.00	89,000,000	89,000,000		2,848,894

**FUNDED DEBT.**  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Rate, Per Cent.	Interest.		
	Date of Issue.	When Due.					When Payable.	Amount Accrued During Year.	Amount Paid During Year.
					MORTGAGE BONDS.				
Southside Railroad, consolidated mortgage, third preferred.	June, 1869	July 1, 1900	\$ 452,800.00	\$ 452,800.00	\$ 1,000.00			No interest.	None.
Virginia and Tennessee Railroad, enlarged mortgage	July, 1854	July 1, 1900	990,000.00	990,000.00	5,000.00			No interest.	None.
N. and W. Railroad, general mortgage	May 4, 1881	May 1, 1930	11,000,000.00	7,283,000.00	7,283,000.00	6	May-Nov.	\$ 436,980.00	\$434,280.00
N. R. Division, first mortgage	May 12, 1882	April 1, 1932	2,000,000.00	2,000,000.00	2,000,000.00	6	April-Oct.	120,000.00	120,300.00
Improvement and extension mortgage	Dec. 2, 1883	Feb. 1, 1934	5,000,000.00	5,000,000.00	5,000,000.00	6	Feb.-Aug.	300,000.00	298,680.00
S. V. and N. E. Railroad, first mortgage	Nov. 1, 1889	Nov. 1, 1939	5,000,000.00	5,000,000.00	* 5,000,000.00	4	May-Nov.	200,000.00	201,740.00
C. C. and I. Railroad, first mortgage	May 4, 1891	Jan. 1, 1922	600,000.00	600,000.00	* 600,000.00	5	Jan.-July.	30,000.00	30,000.00
N. and W. Railway, first consolidated mortgage.	Oct. 22, 1896	Nov. 1, 1996	62,500,000.00	36,210,500.00	36,210,500.00	4	April-Oct.	1,348,710.00	1,315,432.00
			87,542,800.00	57,536,300.00	56,099,500.00			2,435,690.00	2,400,432.00
				MISCELLANEOUS OBLIGATIONS.					
Equipment mortgage	June 1, 1888	June 1, 1908	5,000,000.00	5,000,000.00	1,000.00			No interest.	
Total—Mortgage bonds			87,542,800.00	57,536,300.00	56,099,500.00			2,435,690.00	2,400,432.00
Miscellaneous obligations			5,000,000.00	5,000,000.00	1,000.00				
Grand total			92,542,800.00	62,536,300.00	56,100,500.00			2,435,690.00	2,400,432.00

\* Assumed.

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS.	
Cash -----	\$ 1,451,224.16
Due from agents -----	601,604.47
Due from solvent companies and individuals -----	771,127.87
Net traffic balances due from other companies -----	296,174.26
Other cash assets [excluding "Materials and Supplies"]* -----	26,432.28
Total—cash and current assets -----	3,146,563.04
Balance—current liabilities -----	2,895,756.08
Total -----	6,042,319.12
CURRENT LIABILITIES.	
Audited vouchers and accounts -----	1,325,120.07
Wages and salaries -----	796,306.11
Dividends not called for -----	1,387.00
Matured interest coupons unpaid (including coupons due July 1) -----	36,112.00
Miscellaneous -----	3,883,393.94
Total—current liabilities -----	6,042,319.12
Total -----	6,042,319.12

\*Materials and supplies on hand, \$1,618,860.35.

## RECAPITULATION.

## FOR MILEAGE OWNED.

Account.	Total Amount Outstanding.	Apportion- ment to Railroads.	Amount per Mile of Line.	
			Miles.	Amt.
Capital stock -----	\$89,000,000.00	\$89,000,000.00	1,721.76	\$51,691
Bonds -----	56,100,500.00	56,100,500.00	1,721.76	32,583
Total -----	145,100,500.00	145,100,500.00		84,274

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.			Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost Per Mile.
	Included in Operating Expenses.	Charged to Income Account as Permanent Improvements.	Not Included in Operating Expenses.			
CONSTRUCTION—						
Engineering-----	\$	\$	\$	\$	\$	\$
Right of way and station grounds-----		19,379.41	154,150.88			
Real estate-----		40,052.16	956,541.81			
Grading-----	24,860.00		13,799.95			
Bridges, trestles and culverts-----	111,605.00	512,103.28	1,349,134.31			
Ties-----		700,763.85	494,582.17			
Rails-----		2,689.48	44,613.63			
Track fastenings-----		4,344.64	111,200.44			
Frogs and switches-----		811.68	22,777.22			
Ballast-----		222.00	6,137.34			
Track laying and surfacing-----		23,056.42	53,335.01			
Fencing right of way-----		20,064.34	56,423.68			
Crossings, cattle guards and signs-----		22,916.04	20,130.80			
Interlocking or signal apparatus-----			19,898.20			
Telegraph lines-----		8,052.10	5,341.25			
Station buildings and fixtures-----	273.20	98,173.45	20,858.91			
Shops, roundhouses and turntables-----		4,635.98	128,944.69			
Shop machinery and tools-----		6,377.40	35,984.28			

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS—Continued.

Item.	Expenditures During Year.			Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost Per Mile.
	Included in Operating Expenses.	Not Included in Operating Expenses.	Charged to Income Account as Permanent Improvements.			
			Charged to Construction or Equipment.			
CONSTRUCTION—Continued.						
Water stations						
Fuel stations	\$ 15,644.03	\$ 104,583.42	\$ 9,050.83	\$	\$	\$
Docks and wharves						
Miscellaneous structures		21,740.60	3.00			
Legal expenses			9,199.76			
Purchase of constructed road			371.33			
Passing sidings			70,187.18			
Total construction	152,382.23	122,319.17	703,142.95			
EQUIPMENT—		1,712,285.42	4,285,809.62	130,105,569.94	134,391,379.56	78,054.65
Locomotives	21,758.36					
Baggage, express and postal cars	26,735.04					
Freight cars	51,400.81					
Other cars of all classes	39,656.31					
Total equipment	139,550.52					
Total construction	152,382.23	1,712,285.42	4,285,809.62	12,483,021.25	12,483,021.25	7,250.15
Grand total cost construction, equipment, etc.	291,932.75	1,712,285.42	4,285,809.62	130,105,569.94	134,391,379.56	78,054.65
Total cost construction, equipment, etc.—State of North Carolina			17,421.53	142,588,591.19	146,874,400.81	85,304.80
				2,990,632.48	3,008,054.01	33,489.80

## INCOME ACCOUNT.

Gross earnings from operation -----	\$21,160,675.26	
Less operating expenses -----	12,217,211.27	
Income from operation -----		\$ 8,943,463.99
Dividends on stocks owned -----	12,600.00	
Interest on bonds owned -----	11,352.50	
Miscellaneous income—less expenses -----	124,306.26	
Income from other sources -----		148,258.76
Total income -----		9,091,722.75
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued -----	2,436,315.00	
Taxes -----	480,218.88	
Other deductions, rental leased equipment -----	135,000.00	
Total deductions from income -----		3,051,533.88
Dividends—common stock -----	1,934,076.00	
Dividends—preferred stock -----	914,818.00	
Total -----		2,848,894.00
Surplus from operations of year ending June 30, 1903 -----		3,191,294.87
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Report.] -----		2,815,546.20
Deductions for year -----		3,006,253.49
Surplus on June 30, 1903 [for entry on "General Balance Sheet"] -----		3,000,587.58

## EARNINGS FROM OPERATION—State of North Carolina.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
<b>PASSENGER—</b>			
Passenger revenue-----	\$ 55,496.89		
Total deductions-----		\$ 1,419.00	
Total passenger revenue-----			\$ 54,077.89
Mail-----			5,610.03
Express-----			2,451.79
Total passenger earnings-----			62,139.71
<b>FREIGHT—</b>			
Freight revenue-----	263,422.25		
Total deductions-----		4,261.47	
Total freight revenue-----			259,160.78
Total freight earnings-----			259,160.78
Total passenger and freight earnings-----			321,300.49
<b>OTHER EARNINGS FROM OPERATION—</b>			
Rents not otherwise provided for-----	950.30		
Other sources-----	466.93		
Total other earnings-----			1,417.23
Total gross earnings from operation—North Carolina.			322,717.72
Total gross earnings from operation—entire line.			21,160,675.26

## STOCKS OWNED.

## A. RAILWAY STOCKS.

Name.	Total Par Value.	Valuation.
Adjustment preferred, N. and W. Railway-----	\$ 11,900.00	\$ 11,900.00
Common-----	1,530,800.00	1,530,800.00
Norfolk and Portsmouth Belt Line Railroad-----	6,200.00	6,200.00
Kenona and Big Sandy Railroad-----	49,400.00	4,940.00
New River and Northern Railroad-----	5,000.00	200.00
Total-----	1,603,300.00	1,554,040.00

## STOCKS OWNED—Continued.

## B. OTHER STOCKS.

Name.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Old Dominion Steamship Co. -----	\$ 210,000.00	6	\$ 12,600.00	\$ 158,200.00
Virginia Company -----	100,000.00	-----	-----	155,000.00
Pocahontas Coal and Coke Co. -----	997,000.00	-----	-----	500,000.00
Ironton Coal and Iron Co.-----	1,218.00	-----	-----	100.00
Total -----	1,308,218.00	-----	12,600.00	813,300.00
Grand total, A and B -----	2,911,518.00	-----	12,600.00	2,367,340.00

## BONDS OWNED.

## A. RAILWAY BONDS.

Name.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
First consolidated mortgage. N. and W. Rail- way. -----	\$ 17,800.00	-----	\$ -----	\$ 17,750.00
Beaver Dam Railroad -----	23,500.00	5	1,175.00	23,500.00
Virginia and Carolina Railroad -----	68,000.00	-----	3,137.50	68,000.00
Radford Southern Railroad and Mining Co.---	56,000.00	-----	-----	23,750.00
Marion and Rye Valley Railroad -----	40,000.00	-----	-----	15,000.00
Equipment Trust Series "A" N. and W. Rail- way. -----	482,000.00	-----	-----	482,000.00
Total -----	687,300.00	-----	4,312.50	630,000.00

## B. OTHER BONDS.

Pocahontas Coal and Coke Co. -----	\$ 176,000.00	4	\$ 7,040.00	\$ 176,000.00
Total -----	176,000.00	-----	7,040.00	176,000.00
Grand total, A and B -----	863,300.00	-----	11,352.50	806,000.00

## RENTALS RECEIVED.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks -----	Columbus, O. -----	C. A. and C. Railway -----	\$ 9,737.76	
	Columbus, O. -----	Columbus T. and T. Co. ---	1,777.75	
	Norfolk, Va. -----	N. and S. Railroad -----	1,444.00	
	Portsmouth, O. -----	B. and O., S. W., Railroad	444.00	
	Norton, Va. -----	V. and S. W. Railroad ---	350.00	
Total -----				\$ 13,753.51
Terminals -----	Norfolk, Va. -----		5,343.80	
	Petersburg, Va. -----		357.62	
	Lynchburg, Va. -----		1,850.00	
	Lynchburg, Va. -----		1,200.00	
	Elkton, Va. -----		360.00	
	Shenandoah Jct., W. Va. -----		90.00	
	Bristol, Va. -----		1,108.21	
	Norton, Va. -----		1,357.97	
	Kenona, W. Va. -----		1,440.00	
	Kenona, W. Va. -----		1,200.00	
	Portsmouth, O. -----		240.00	
Total -----				14,547.60

## MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Interest and discount -----	\$ 124,306.26	\$ 124,306.26
Total -----	124,306.26	124,306.26

## OPERATING EXPENSES.

Maintenance of way and structures -----	\$ 2,754,199.70
Maintenance of equipment-----	3,041,414.42
Conducting transportation-----	6,014,468.10
General expenses -----	407,129.05
Grand total -----	12,217,211.27
Percentage of expenses to earnings—entire line-----	57.74
OPERATING EXPENSES—STATE OF NORTH CAROLINA—	
Maintenance of way and structures -----	70,642.22
Maintenance of equipment-----	54,516.49
Conducting transportation-----	103,232.50
General expenses -----	6,682.89
Total-----	235,074.10
Percentage of expenses to earnings—North Carolina-----	72.84

## RENTALS PAID.

## RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks -----	Columbus, O.-----	B. & O. and P. C. and St. L. Railway.	\$ 1,500.00	
	Columbus, O.-----	C. A. & C. Railway-----	250.00	
	Charleston, W. Va.-----	B. & O. Railroad-----	87.50	
Total -----				\$ 1,837.50
Yards -----	Norfolk, Va.-----	M. & M. Transportation Co.	550.00	550.00
Total -----				
Terminals -----	Hagerstown, Md.-----	C. V. Railroad-----	1,398.48	
	Cincinnati, O.-----	P. C. C. & St. L. Railway-----	11,102.00	
Total -----				12,500.48
Grand total-----				14,887.98

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1902.	ASSETS.	June 30, 1903.	Year Ending June 30, 1903.	
Total.		Total.	Increase.	Decrease.
\$130,105,569.94	Cost of road -----	\$134,391,379.56	\$ 4,285,809.62	\$-----
12,483,021.25	Cost of equipment -----	12,483,021.25		-----
2,522,710.00	Stocks owned -----	2,367,340.00		285,370.00
770,025.00	Bonds owned -----	806,000.00	165,975.00	-----
2,345,202.94	Cash and current assets -----	3,146,563.04	801,360.10	-----
1,262,632.15	Materials and supplies -----	1,618,860.35	356,228.20	-----
149,489,161.28	Grand total -----	154,813,164.20	5,324,002.92	285,370.00
	LIABILITIES.			
89,000,000.00	Capital stock -----	89,000,000.00		-----
53,171,500.00	Funded debt -----	56,100,500.00	2,929,000.00	-----
3,899,069.25	Current liabilities -----	6,042,319.12	2,143,249.87	-----
603,045.83	Accrued interest on funded debt not yet payable.	669,757.50	66,711.67	-----
2,815,546.20	Profit and loss -----	3,000,587.58	185,041.38	-----
149,489,161.28	Grand total -----	154,813,164.20	5,324,002.92	-----

## TRAFFIC AND MILEAGE STATISTICS—State of North Carolina.

Item.	Column for Number Passengers, Tonnage, Car Mileage, Number Cars, etc.	Columns for Revenue and Rates.		
		<i>Dollars.</i>	<i>Cts.</i>	<i>Mills.</i>
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue----	97,771			
Number of passengers carried one mile-----	1,913,921			
Number of passengers carried one mile per mile of road.	21,308			
Average distance carried—miles -----	19.58			
Total passenger revenue -----		54,077	89	
Average amount received from each passenger -----			55	311
Average receipts per passenger per mile-----			02	826
Total passenger earnings-----		62,139	71	
Passenger earnings per mile of road-----		691	82	
Passenger earnings per train mile-----			59	060
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue--	850,641			
Number of tons carried one mile -----	36,711,999			
Number of tons carried one mile per mile of road---	408,728			
Average distance haul of one ton—miles-----	43.16	259,160	78	
Total freight revenue -----			30	467
Average amount received for each ton of freight----			00	705
Average receipts per ton per mile-----		259,160	78	
Total freight earnings-----		2,885	33	
Freight earnings per mile of road-----		1	73	755
TOTAL TRAFFIC—				
Gross earnings from operation -----		322,717	72	
Gross earnings from operation per mile of road----		3,592	94	
Gross earnings from operation per train mile-----		1	26	870
Operating expenses -----		235,074	10	
Operating expenses per mile of road-----		2,617	17	
Operating expenses per train mile -----			92	415
Income from operation-----		87,643	62	
Income from operation per mile of road-----		975	77	

## TRAFFIC AND MILEAGE STATISTICS—Entire Line.

Item.	Column for Number Passengers, Car Mileage, Tonnage, Number Cars, Etc.	Columns for Revenue and Rates.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue-----	3,169,574	-----	-----	-----
Number of passengers carried one mile-----	123,124,635	-----	-----	-----
Number of passengers carried one mile per mile of road.	71,877	-----	-----	-----
Average distance carried—miles-----	38.85	-----	-----	-----
Total passenger revenue-----		2,806,086	54	-----
Average amount received from each passenger-----		-----	88	531
Average receipts per passenger per mile-----		-----	02	279
Total passenger earnings-----		3,310,623	29	-----
Passenger earnings per mile of road-----		1,932	65	-----
Passenger earnings per train mile-----		1	12	049
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue-----	14,110,181	-----	-----	-----
Number of tons carried one mile-----	3,639,684,856	-----	-----	-----
Number of tons carried one mile per mile of road---	2,124,743	-----	-----	-----
Average distance haul of one ton—miles-----	257.95	-----	-----	-----
Total freight revenue-----		17,676,348	57	-----
Average amount received for each ton of freight---		1	25	274
Average receipts per ton per mile-----		-----	00	486
Total freight earnings-----		17,676,348	57	-----
Freight earnings per mile of road-----		10,318	94	-----
Freight earnings per train mile-----		2	36	159
TOTAL TRAFFIC—				
Gross earnings from operation-----		21,160,675	26	-----
Gross earnings from operation per mile of road-----		12,352	99	-----
Gross earnings from operation per train mile-----		2	02	697
Operating expenses-----		12,217,211	27	-----
Operating expenses per mile of road-----		7,132	05	-----
Operating expenses per train mile-----		1	17	028
Income from operation-----		8,943,463	99	-----
Income from operation per mile of road-----		5,220	94	-----

## FREIGHT TRAFFIC MOVEMENT—Entire Line.

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
PRODUCTS OF AGRICULTURE—				
Grain-----	94,551	141,641	236,192	1.67
Flour-----	33,583	102,241	135,824	.96
Other mill products-----	32,050	32,999	65,049	.46
Hay-----	18,560	79,937	98,497	.70
Tobacco-----	43,685	31,935	75,620	.54
Cotton-----	340	26,029	26,369	.18
Fruit and vegetables-----	67,193	44,297	111,490	.79
PRODUCTS OF ANIMALS—				
Live stock-----	50,577	12,006	62,583	.44
Dressed meats-----	220	11,112	11,332	.08
Other packing-house products-----	6,666	35,144	41,810	.30
Poultry, game and fish-----	100	1,232	1,332	.01
Wool-----	847	4,936	5,783	.04
Hides and leather-----	9,724	25,628	35,352	.25
PRODUCTS OF MINES—				
Anthracite coal-----	11	10,565	10,576	.08
Bituminous coal-----	6,169,511	64,031	6,233,542	44.18
Coke-----	1,642,029	19,065	1,661,094	11.77
Ores-----	550,561	576,787	1,127,348	7.99
Stone, sand and other like articles-----	580,481	120,412	700,893	4.97
PRODUCTS OF FOREST—				
Lumber-----	887,581	514,610	1,402,191	9.94
MANUFACTURES—				
Petroleum and other oils-----	7,171	30,778	37,949	.27
Sugar-----	2,675	58,889	61,564	.44
Naval stores-----	200	508	708	-----
Iron, pig and bloom-----	528,540	76,093	604,633	4.29
Iron and steel rails-----	1,581	54,646	52,227	.40
Other castings and machinery-----	56,804	123,840	180,644	1.28
Bar and sheet metal-----	37,699	73,165	110,864	.79
Cement, brick and lime-----	163,801	98,820	262,621	1.86
Agricultural implements-----	1,856	9,460	11,316	.07
Wagons, carriages, tools, etc.-----	7,044	7,324	14,368	.10
Wines, liquors and beers-----	14,629	13,440	28,069	.20
Household goods and furniture-----	11,872	14,520	26,392	.19

## FREIGHT TRAFFIC MOVEMENT—Continued.

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
MERCHANDISE-----	154,987	253,878	408,865	2.90
MISCELLANEOUS--				
Other commodities not mentioned above--	105,586	157,498	263,084	1.86
Total tonnage--entire line-----	11,282,715	2,827,466	14,110,181	100.00
Total tonnage--North Carolina-----	680,513	170,128	850,641	100.00

## MILEAGE.

## A. MILEAGE OF LINE OPERATED BY STATES—(SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Total Mileage Operated.	New Line Con- structed During Year.	Rails.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Virginia-----	953.90	95.83	1,049.73	6.62	9.66	1,040.07
West Virginia-----	240.75	61.49	302.24	8.58	-----	302.24
Maryland-----	15.58	-----	15.58	-----	-----	15.58
North Carolina-----	57.34	2.48	89.82	-----	-----	89.82
Kentucky-----	.29	-----	.29	-----	-----	.29
Ohio-----	243.61	20.49	264.10	-----	-----	264.10
Total mileage operated (single track).	1,541.47	180.29	1,721.76	15.20	9.66	1,712.10

## B. MILEAGE OF LINE OWNED BY STATES—(SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Total Mileage Owned.	New Line Con- structed During Year.	Rails.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Virginia-----	953.90	95.83	1,049.73	6.62	9.66	1,040.07
West Virginia-----	240.75	61.49	302.24	8.58	-----	302.24
Maryland-----	15.58	-----	15.58	-----	-----	15.58
North Carolina-----	87.34	2.48	89.82	-----	-----	89.82
Kentucky-----	.29	-----	.29	-----	-----	.29
Ohio-----	243.61	20.49	264.10	-----	-----	264.10
Total mileage owned (single track).	1,541.47	180.29	1,721.76	15.20	9.66	1,712.10

## TAXES AND ASSESSMENTS OF ALL KINDS.

FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

State or Territory.	Ad Valorem Tax on the Value of Real and Personal Property.	Special Tax.			Total.
		On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, or Dividends.	On Traffic, or Some Physical Quality of Property Operated, or on Privilege.	
Virginia-----	\$ 304,217.57	\$-----	\$ 12,781.41	\$-----	\$ 316,998.98
West Virginia-----	81,336.67	255.00	-----	-----	81,591.67
Maryland-----	641.14	-----	3,363.55	-----	4,004.69
North Carolina-----	6,943.03	-----	-----	436.70	7,379.73
Kentucky-----	29.00	-----	-----	-----	29.00
Ohio-----	47,446.11	-----	22,768.70	-----	70,214.81
Total-----	440,613.52	255.00	38,913.66	436.70	480,218.88

## Raleigh and Cape Fear Railway Company.

## • OFFICERS.

Title.	Name.	Location of Office.
President and General Manager-----	John A. Mills-----	Raleigh, N. C.
Vice-President-----	W. W. Mills-----	Raleigh, N. C.
Attorney-----	R. N. Simms-----	Raleigh, N. C.
Secretary and Auditor-----	F. T. Ricks-----	Raleigh, N. C.

## DIRECTORS.

John A. Mills, Raleigh, N. C.; W. W. Mills, Raleigh, N. C.; F. T. Ricks, Raleigh, N. C.; K. B. Johnson, Cardenas, N. C.; J. R. Chamberlain, Raleigh, N. C.; F. O. Moring, Raleigh, N. C.

## PROPERTY OPERATED.

Raleigh and Cape Fear—Caraleigh Mills to Fuquay Springs (miles)-----	18.00
Southern Railway—Raleigh to Caraleigh Mills—trackage rights (miles)-----	3.00
New line completed and opened for business July 1, 1903-----	13.50
Total-----	34.50

## CAPITAL STOCK.

Capital stock-----	\$ 310,000.00
Capital stock per mile-----	9,841.27
Funded debt-----	132,000.00
Funded debt per mile-----	4,190.48

## CONSTRUCTION AND EQUIPMENT.

Cost of construction-----	\$ 430,088.51
Cost of equipment-----	32,433.15

## INCOME ACCOUNT.

Gross earnings from operation-----	\$ 37,187.69
Less operating expenses-----	18,223.06
Income from operation-----	18,964.69
Taxes-----	359.06
Interest-----	3,731.20
Net income-----	14,874.37
Surplus on June 30, 1902-----	8,849.40
Deductions—construction new line-----	19,960.48
Surplus for entry on General Balance Sheet-----	3,762.29

**EARNINGS FROM OPERATION.**

Passenger earnings-----	\$ 7,689.88
Freight earnings-----	29,497.81
Total freight and passenger earnings-----	36,687.69
Gross earnings per mile of road-----	1,770.84

**RENTS PAID.**

Southern Railway—Caraleigh Mills to Raleigh-----	\$ 1,000.00
--	-------------

**ASSETS.**

Cost of road-----	\$ 430,088.51
Cost of equipment-----	32,433.15
Stocks owned-----	1,680.00
Cash and current assets-----	19,222.73
Total-----	483,424.39

**LIABILITIES.**

Capital stock-----	\$ 310,000.00
Funded debt-----	132,000.00
Current liabilities-----	37,661.00
Profit and loss-----	3,763.29
Total-----	483,424.39

## Raleigh and Western Railway Company.

## OFFICERS.

Title.	Name.	Location of Office.
President and General Manager-----	Samuel A. Henszey -----	New York.
Secretary <i>pro tem.</i> -----	K. K. Henszey -----	New York.
Attorney -----	T. B. Womack-----	Raleigh, N. C.
General Manager-----	Samuel A. Henszey-----	Cumnock, N. C.
Superintendent-----	W. J. Talley-----	Cumnock, N. C.

## DIRECTORS.

Samuel A. Henszey, New York; K. K. Henszey, New York; W. J. Talley, Cumnock, N. C.

## PROPERTY OPERATED.

Cumnock to Colon (miles) -----	8
Capital stock -----	\$ 127,500.00
Funded debt (interest at 6 per cent.)-----	108,000.00
Balance current liabilities -----	158,200.26
Cost of road-----	300,227.69
Cost of equipment-----	24,111.92
Gross earnings-----	9,616.23
Operating expenses -----	5,942.53
Income from operation -----	3,673.70

## INCOME ACCOUNT.

Gross earnings from operations -----	\$ 9,616.23	
Less operating expenses -----	5,942.53	
Income from operation -----		\$ 3,673.70
DEDUCTIONS FROM INCOME--		
Interest on funded debt -----	6,480.00	
Interest on liabilities -----	9,341.39	
Taxes-----	211.71	
Other deductions-----	2,848.19	
Total deductions from income-----		18,881.29
Deficit-----		15,207.59
Total deficit on June 30, 1902 -----		42,812.87
Additions-----		11,143.14
Deficit June 30, 1903-----		69,179.60

## Red Springs and Bowmore Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	W. F. Williams-----	Red Springs, N. C.
Treasurer-----	J. G. Williams-----	Red Springs, N. C.

## PROPERTY OPERATED.

Red Springs to Bowmore and Wagram (miles) -----	19
Cost of road-----	\$ 34,200.00
Cost of equipment-----	3,700.00
Gross earnings-----	4,401.00
Expenses-----	4,007.00
Taxes paid-----	97.75

Employees, 14.

## Suffolk and Carolina Railway Company.

## OFFICERS.

Title.	Name.	Location of Office.
President and Chairman of the Board-----	Wm. H. Bosley-----	Baltimore, Md.
First Vice-President-----	J. H. Cottman-----	Baltimore, Md.
Second Vice-President-----	Chas. H. Tilghman-----	Baltimore, Md.
Secretary-----	John S. Gittings-----	Baltimore, Md.
Treasurer-----	Charles F. Pitt, Jr.-----	Baltimore, Md.
General Solicitor-----	A. H. Taylor-----	Baltimore, Md.
Attorney-----	E. E. Holland-----	Suffolk, Va.
Auditor-----	Garrett J. Hart-----	Suffolk, Va.
General Manager-----	George L. Barton-----	Suffolk, Va.
Superintendent-----	Henry Crocker-----	Suffolk, Va.
Traffic Manager-----	Chas. L. Hutchings-----	Suffolk, Va.

## DIRECTORS.

C. H. Tilghman, Baltimore, Md.; John M. Denison, Baltimore, Md.; W. C. Seddon, Baltimore, Md.; J. H. Cottman, Baltimore, Md.; Wm. B. Oliver, Baltimore, Md.; A. H. Rutherford, Baltimore, Md. Terms expire October, 1903, or when their successors are chosen.

## PROPERTY OPERATED.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From—	To—		
Suffolk and Carolina Railway Co.	Suffolk, Va. -----	Brinkley, Va. -----	14	14
Operated in North Carolina -----	Brinkley, Va. -----	Edenton, N. C. -----	37	37
Mileage in North Carolina -----	-----	-----	-----	37

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost Per Mile.
Total equipment -----	\$ 81,582.14	\$ 87,463.66	\$ 2,330.62
Total construction -----	530,742.47	750,207.12	14,709.90
Grand total cost construction, equipment, etc. --	612,324.61	837,670.78	17,040.56

## INCOME ACCOUNT.

Gross earnings from operation -----	\$ 99,608.08	
Less operating expenses -----	49,644.26	
Income from operation -----	49,963.82	
Total income -----		\$ 49,963.82
DEDUCTIONS FROM INCOME--		
Interest on funded debt accrued -----	11,796.44	
Taxes -----	1,368.75	
Total deductions from income -----		13,165.19
Net income -----		36,798.63
Surplus from operations of year ending June 30, 1903 -----		36,798.63
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Report].		124,756.48
Surplus on June 30, 1903 [for entry on "General Balance Sheet"] -----		161,555.11

## EARNINGS FROM OPERATION—North Carolina.

Item.	Total Receipts.	Actual Earnings.
<b>PASSENGER—</b>		
Passenger revenue -----	\$ 11,868.98	
Mail -----	1,425.91	
Total passenger earnings -----		\$ 13,294.89
<b>FREIGHT—</b>		
Freight revenue -----	53,992.14	
Other sources -----	1,435.29	
Total freight earnings -----		55,427.43
Total passenger and freight earnings -----		68,722.32
Total gross earnings from operation—North Carolina -----		68,722.32
Total gross earnings from operation—entire line -----		99,608.08

## OPERATING EXPENSES.

Item.	Amount.
<b>RECAPITULATION OF OPERATING EXPENSES—</b>	
Maintenance of way and structures -----	\$ 9,753.73
Maintenance of equipment -----	6,175.00
Conducting transportation -----	25,742.44
General expenses -----	7,973.09
Grand total -----	49,644.26
Percentage of expenses to earnings—entire line -----	49.84
<b>OPERATING EXPENSES—STATE OF NORTH CAROLINA—</b>	
Maintenance of way and structures -----	7,061.45
Maintenance of equipment -----	4,476.87
Conducting transportation -----	18,663.27
General expenses -----	5,780.42
Total -----	35,982.01
Percentage of expenses to earnings—North Carolina -----	52.26

## South and Western Railway Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	Geo. L. Carter-----	Bristol, Va.
Secretary and Treasurer -----	C. B. Anderson-----	Bristol, Va.
General Counsel-----	J. Norment Powell-----	Bristol, Va.
Traffic Manager-----	M. H. Weiler-----	Johnson City, Tenn.

## DIRECTORS.

Geo. L. Carter, Bristol, Va.; F. P. Trigg, Abington, Va.; T. F. Davis, Bristol, Va.; J. N. Powell, Bristol, Va.

## PROPERTY OPERATED.

From Johnson City, Tenn., to 5 miles south of Hunt Dale—(miles)-----	39
From 5 miles south of Hunt Dale to Booneford—trackage rights—(miles)-----	17
Total-----	56

Mileage in North Carolina, 15 miles.

## CAPITAL STOCK, ETC.

Capital stock-----	\$ 100,000.00
Capital stock per mile-----	2,564.10
Funded debt-----	600,000.00
Funded debt per mile-----	17,948.71
Cost of road-----	35,824.04
Cost of equipment-----	28,230.54
Balance cash assets-----	4,864.03

## INCOME ACCOUNT.

Gross earnings -----	\$62,807.08	
Operating expenses -----	55,806.55	
Income from operation -----		\$ 7,000.53
Interest paid -----	1,730.38	
Taxes -----	1,608.98	
Total deductions -----		3,339.36
Net income -----		3,661.17
Passenger revenue -----		12,580.10
Freight revenue -----		49,014.75
Total -----		61,594.85
Miscellaneous -----		1,212.23
Grand total -----		62,807.08

## Transylvania Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	E. B. Alsop-----	Pittsburg, Pa.
Auditor, Freight and Passenger Agent -----	A. K. Orr -----	Brevard, N. C.
General Manager and Traffic Manager -----	J. F. Hays-----	Brevard, N. C.
Chief Engineer and Superintendent-----	Fleming Ramsaur -----	Brevard, N. C.

## DIRECTORS.

E. B. Alsop, W. P. Patten, C. H. Stolzenbach, G. W. Eislenbeis, E. H. Jennings, Pittsburg, Pa.; J. P. H. Cunningham, New Castle, Pa.; J. F. Hays, Brevard, N. C.

## PROPERTY OPERATED.

Hendersonville to Toxaway (miles)-----	30.87
Trackage rights at Hendersonville (miles)-----	.34
Total (miles)-----	31.21

## CAPITAL STOCK.

Capital stock-----	\$ 320,000.00
Funded debt -----	341,000.00
Cost of road-----	160,000.00
Cost per mile-----	5,183.03

## INCOME ACCOUNT.

Gross earnings from operation -----	\$ 42,387.89	
Less operating expenses -----	21,434.06	
Income from operation-----		\$ 20,953.83
Interest on funded debt-----	17,050.00	
Taxes -----	1,005.64	
Total deductions -----		18,055.64
Net income-----		2,898.19
Surplus June 30, 1903-----		2,898.19
Deficit June 30, 1902-----		380.68
Surplus June 30, 1903-----		2,517.51
Freight earnings-----		22,490.63
Passenger earnings -----		19,872.26
Other earnings -----		25.00
Total -----		42,387.89

## Warrenton Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	M. B. Boyd-----	Warrenton, N. C.
Treasurer-----	J. M. Gardner-----	Warrenton, N. C.

## PROPERTY OPERATED.

Warrenton to Warren Plains (miles)-----	3
---	---

## CAPITAL STOCK, Etc.

Capital stock-----	\$ 12,300.00
Funded debt-----	5,000.00
Cost of road-----	12,300.00
Cost of equipment-----	5,800.00
Gross earnings-----	4,932.00
Operating expenses-----	4,261.29
Taxes paid-----	86.03
Employees-----	6

## Washington and Plymouth Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	E. A. Armstrong-----	Camden, N. J.
Secretary-----	R. S. Cohn-----	Norfolk, Va.
Attorneys-----	Small & McLean-----	Washington, N. C.
Auditor and Traffic Manager-----	S. H. Hatton-----	Washington, N. C.

## DIRECTORS.

E. A. Armstrong, Camden, N. J.; Chas. Watson, Camden, N. J.; W. M. Whaley, Norfolk, Va.;  
R. S. Cohn, Norfolk, Va.; Surry Parker, Princeton, N. C.

## PROPERTY OPERATED.

Washington to Plymouth (miles)-----	33
-------------------------------------	----

## CAPITAL STOCK.

Capital stock-----	\$ 200,000.00
Bonds-----	100,000.00

## INCOME ACCOUNT.

Gross earnings-----	\$ 29,667.96
Operating expenses-----	28,851.49
Income from operation-----	816.47

## ASSETS AND LIABILITIES.

Assets-----	\$ 4,226.76
Liabilities-----	9,405.96

## Wellington and Powellsville Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
President and Treasurer -----	Horton Corwin, Jr.-----	Edenton, N. C.
Superintendent -----	H. T. Waters -----	Ahoskie, N. C.
Freight and Passenger Agent-----	J. L. Bell-----	Windsor, N. C.

## DIRECTORS.

Horton Corwin, Jr., Edenton, N. C.; Mrs. Elizabeth Branning, Edenton, N. C.; Ed. F. Branning, New York; W. D. Pruden, Edenton, N. C.; Mrs. F. I. S. Branning, Bradford, Pa.; Edward Schoyow, Chattanooga, Tenn.; C. J. Murray, Narrowsburg, N. Y.

## PROPERTY OPERATED.

Windsor, N. C., to Ahoskie, N. C. (miles) -----	24
Capital stock-----	\$ 90,000.00
Capital stock per mile -----	3,750.00
Cost of road and equipment-----	166,591.03
Gross earnings-----	32,451.00
Gross earnings per mile-----	1,352.12
Operating expenses-----	28,051.08
Operating expenses per mile-----	1,152.12

## Wilmington Railway and Bridge Company.

### OFFICERS.

Title.	Name.	Location of Office.
President-----	Junius Davis -----	Wilmington, N. C.
Secretary and Treasurer-----	Jno. H. Sharp -----	Portsmouth, Va.

### PROPERTY OPERATED.

From Hilton, N. C., to Meares Bluff -----	2.40 miles.
---	-------------

Owned jointly and operated by Atlantic Coast Line and Seaboard Air Line.

### CAPITAL STOCK.

Capital stock-----	\$ 40,000.00
Funded debt-----	217,000.00
Stock and debt per mile-----	107,083.33
Income from lease -----	10,850.00

# STREET RAILWAY COMPANIES.

## Asheville and Craggy Mountain Railway Company.

### OFFICERS.

Title.	Name.	Address.
President-----	Richard S. Howland-----	Asheville, N. C.
Secretary-----	Walter B. Gwyn-----	Asheville, N. C.
Treasurer-----	James B. Gwyn-----	Providence, R. I.

### DIRECTORS.

Richard S. Howland, Asheville, N. C. ; Reginald Howland, Asheville, N. C. ; Walter B. Gwyn, Asheville, N. C. ; M. M. Howland, Providence, R. I. ; James B. Gay, Providence, R. I.

### PROPERTY OPERATED.

Near Asheville and in Asheville.

Length of main track (miles) -----	4.15
Sidings and switches (miles) -----	.60
Total mileage, including sidings and switches-----	4.75
Mileage within corporate limits-----	.67
Mileage outside corporate limits-----	4.08

System of electric motive power in use—General Electric.

Motive power—electricity and steam.

### CAPITAL STOCK.

Capital stock authorized-----	\$ 500,000.00
Capital stock issued and outstanding-----	24,000.00
Number of shares issued and outstanding-----	242
Number of stockholders-----	6

## FUNDED DEBT.

Description—	
Deed of trust to Central Trust Co., of New York, 6 per cent. gold bonds, March 15, 1892—outstanding.	\$ 26,000.00
Certified to company-----	30,000.00
Total outstanding-----	250,000.00

## GENERAL EXHIBIT FOR THE YEAR.

Gross income from operations-----	\$ 6,308.41	
Operating expenses-----	13,223.35	
Net loss from operation-----		\$ 6,914.94
Deductions from Income—		
Taxes -----		392.82

## EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation--	
Receipts from passengers carried -----	\$ 4,605.13
Receipts from freight hauled-----	38.71
Receipts from store sold -----	1,556.26
Receipts from saw-mill-----	72.81
Miscellaneous receipts—park income -----	35.50
Gross income from operation -----	6,308.41
Expenses of Operation—	
Salaries of general officers and clerks -----	1,727.50
General office expenses and supplies-----	772.61
Stationery and printing-----	113.60
Legal expenses -----	610.21
Advertising-----	650.32
Maintenance of Roadway and Buildings—	
Repairs of road bed and track-----	854.00
Repairs of electric line construction-----	215.02
Maintenance of equipment -----	314.22
Repairs of cars -----	794.78
Transportation Expenses—	
Care of cars -----	785.23
Cost of electric motive power -----	1,920.14
Wages and compensation of persons employed in conducting transportation -----	3,488.96
Damages for injuries to persons-----	78.25
Rentals for buildings -----	100.00
Other transportation expenses -----	1,425.68

## EQUIPMENT OWNED.

Total passenger cars, all kinds-----	9
Trailers-----	7
Freight and dump cars-----	19
Electric motors-----	1

## VOLUME OF TRAFFIC.

Number of passengers carried during year-----	52,173
Number of round trips run-----	2,049
Number of car miles run-----	34,081

## Asheville Electric Company.

## OFFICERS.

Title.	Name.	Address.
President-----	J. E. Rankin-----	Asheville, N. C.
Secretary-----	H. W. Plummer-----	Asheville, N. C.
Treasurer-----	H. M. Francis-----	Schenectady, N. Y.
Superintendent-----	Geo. E. Claflin-----	Asheville, N. C.

## DIRECTORS.

J. E. Rankin, Asheville, N. C.; J. C. Martin, Asheville, N. C.; W. T. Penniman, Asheville, N. C.;  
John H. McAden, Charlotte, N. C.

## PROPERTY OPERATED.

Length of main track (miles)-----	12.27
Mileage within corporate limits-----	6.61
Mileage outside corporate limits-----	5.66

**CAPITAL STOCK.**

Capital stock authorized -----	\$ 750,000.00
Capital stock issued and outstanding -----	522,900.00
Number of shares issued and outstanding -----	5,220
Number of stockholders -----	10

**FUNDED DEBT.**

Description—	
First mortgage, 5 per cent. bonds, dated May 1, 1901, 40 years -----	\$ 504,000.00

**GENERAL EXHIBIT FOR THE YEAR.**

Gross income from operations -----	\$ 152,895.76	
Operating expenses -----	128,949.06	
Net income from operation -----		\$ 23,946.70
Deductions from Income—		
Interest on funded debt -----	25,200.00	
Taxes -----	4,059.00	
Total deductions from income -----		29,259.00
Net deficit -----		5,312.30

## EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation—	
Receipts from passengers carried-----	\$ 104,131.39
Receipts from electric street lighting-----	6,000.00
Receipts from electric lights—residences-----	37,095.54
Miscellaneous receipts-----	5,668.83
Gross income from operation-----	152,895.76
Expenses of Operation—	
Salaries of general officers and clerks-----	5,959.81
General office expenses and supplies-----	832.83
Legal expenses-----	674.50
Insurance-----	1,041.48
Maintenance of Roadway and Buildings—	
Repair of road bed and track-----	3,757.04
Sundry amounts-----	5,414.91
Repair of buildings-----	82.99
Repairs of electric line construction-----	1,195.43
Maintenance of equipment-----	399.31
Repairs of cars-----	3,427.93
Transportation Expenses—	
Care of cars—railroad-----	11,747.73
Cost of electric motive power—lighting-----	26,427.94
Wages and compensation of persons employed in conducting transportation-----	23,344.91
Damages for injuries to persons and land-----	3,779.58
Light operating expenses-----	28,884.14
Park-----	6,417.56
Other transportation expenses-----	5,560.97
Total operating expenses-----	128,949.06

## EQUIPMENT OWNED.

Box passenger cars equipped for the electric power-----	15
Open passenger cars equipped for the electric power-----	16
Other passenger cars equipped for the electric power-----	2
Total passenger cars, all kinds-----	33

## VOLUME OF TRAFFIC.

Number of passengers carried during year-----	2,088,631
Number of passengers carried per mile of track operated-----	174,053

## Charlotte Consolidated Construction Company.

## OFFICERS.

Title.	Name.	Address.
President-----	E. D. Latta-----	Charlotte, N. C.
Secretary-----	J. L. Chambers-----	Charlotte, N. C.
Treasurer-----	E. D. Latta-----	Charlotte, N. C.
Superintendent-----	F. D. Sampson-----	Charlotte, N. C.

## DIRECTORS.

E. D. Latta, Charlotte, N. C.; E. B. Springs, Charlotte, N. C.; F. B. McDowell, Charlotte, N. C.; J. L. Chambers, Charlotte, N. C.; M. A. Bland, Charlotte, N. C.

## PROPERTY OPERATED.

Length of main track (miles)-----	8
Sidings and switches (miles)-----	.5
Total mileage, including sidings and switches-----	8.5
Mileage within corporate limits-----	4
Mileage outside corporate limits-----	4.5

System of electric motive power in use—General Electric Company.

Motive power—electricity.

## CAPITAL STOCK.

Capital stock issued and outstanding-----	\$ 200,000.00
Number of shares issued and outstanding-----	2,000
Number of stockholders-----	5

## FUNDED DEBT.

Description—	
Thirty years 5 per cent. gold bonds-----	\$ 350,000.00

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operations -----	\$ 160,278.61	
Operating expenses -----	123,401.17	
Net income from operation -----		\$ 36,877.44
Deductions from Income—		
Interest on funded debt -----	17,500.00	
Total deductions from income -----		17,500.00
Net income -----		19,377.44
Total surplus for year ending June 30, 1903 -----		19,377.44

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation—		
Receipts from passengers carried, {	Railway debt -----	\$ 64,128.84
Receipts from freight hauled, {		
Receipts from express, {	Electric light debt -----	46,754.46
Receipts from mail, {		
Receipts from rentals, {	Gas debt -----	46,445.86
Receipts from electric street lightng, {		
Receipts from electric lights, residences, {	Water -----	2,949.45
Receipts from advertising in cars, {		
Miscellaneous receipts, {		
Gross income from operation -----		160,278.61
Maintenance of Roadway and Buildings—		
Repair of road-bed and track, railway -----		47,352.12
Repairs of buildings, electric -----		39,491.76
Maintenance of equipment, gas -----		33,873.62
Repairs of cars, water -----		2,683.67
Total operating expenses -----		123,401.17

## EQUIPMENT OWNED.

Box passenger cars equipped for the electric power-----	16
Open passenger cars equipped for the electric power -----	8
Total passenger cars, all kinds-----	24
Trailers-----	2
Electric motors-----	44

## VOLUME OF TRAFFIC.

Number of passengers carried during year-----	1,250,899
Number of passengers carried per mile of track operated -----	147,164
Average number of persons employed-----	70

## Consolidated Railways Light and Power Company.

## OFFICERS.

Title.	Name.	Address.
President-----	Hugh MacRae-----	Wilmington, N. C.
Secretary-----	H. Woolcott-----	Wilmington, N. C.
Treasurer-----	R. J. Jones-----	Wilmington, N. C.
General Manager-----	A. B. Skelding-----	Wilmington, N. C.
Consulting Engineer-----	W. W. Randolph-----	New York, N. Y.

## DIRECTORS.

Hugh MacRae, Wilmington, N. C.; G. N. Smith, Wilmington, N. C.; M. F. H. Gouveneur, Wilmington, N. C.; M. J. Heyer, Wilmington, N. C.; C. P. Boiles, Jr., Wilmington, N. C.; James H. Chadbourn, Wilmington, N. C.; Geo. R. French, Wilmington, N. C.; J. V. Granger, Wilmington, N. C.; B. G. Worth, Wilmington, N. C.; J. W. Norwood, Wilmington, N. C.; Oscar Pearsall, Wilmington, N. C.; Junius Davis, Wilmington, N. C.; W. W. Randolph, New York, N. Y.

# PROPERTY OPERATED

Length of main track (miles)-----	16.45
Sidings and switches (miles)-----	1.08
Total mileage, including sidings and switches-----	17.53
Mileage within corporate limits-----	6.45
Mileage outside corporate limits-----	11.08

System of electric motive power in use—overhead trolley.  
Motive power—electricity.

# CAPITAL STOCK

Capital stock authorized-----	\$ 500,000.00
Capital stock issued and outstanding-----	400,000.00
Number of shares issued and outstanding-----	4,500.00

# FUNDED DEBT.

Description—	
First mortgage 5 per cent.-----	\$ 400,000.00

# GENERAL EXHIBIT FOR THE YEAR.

Gross income from operations-----	\$ 139,763.31	
Operating expenses-----	91,222.68	
Net income from operation-----		\$ 48,540.63
Gross income above operating expenses-----		48,540.63
Deductions from Income—		
Interest on funded debt-----	15,415.00	
Taxes-----	6,061.65	
Total deductions from income-----		21,476.65
Net income-----		27,063.98
Dividends declared—5 per cent. on stock—preferred stock-----		5,000.00

## EARNINGS AND EXPENSES OF OPERATION.

## Earnings from Operation—

Receipts from passengers carried -----	\$ 74,435.07
Receipts from freight hauled -----	3,742.20
Receipts from mail -----	392.04
Receipts from rentals -----	3,000.00
Receipts from electric street lighting -----	6,926.06
Receipts from electric lights, residences -----	28,390.35
Receipts from advertising in cars -----	212.28
Miscellaneous receipts -----	22,665.31
Gross income from operation -----	139,763.31

## Expenses of Operation—

Salaries of general officers and clerks -----	9,791.02
General office expenses and supplies -----	2,534.28
Legal expenses -----	15.50
Insurance -----	1,612.63

## Maintenance of Roadway and Buildings—

Repair of road bed and track -----	6,783.19
Repairs of buildings -----	142.51
Repairs of electric line construction -----	209.34
Maintenance of equipment -----	969.46
Repairs of cars -----	3,682.00

## Transportation Expenses—

Care of cars -----	384.53
Cost of electric motive power -----	13,646.76
Wages and compensation of persons employed in conducting transportation -----	12,933.33
Damages for injuries to persons -----	531.84
Other transportation expenses -----	37,986.29
Total operating expenses -----	91,222.68

## EQUIPMENT OWNED.

Box passenger cars equipped for the electric power -----	7
Open passenger cars equipped for the electric power -----	11
Other passenger cars equipped for the electric power -----	3
Total passenger cars, all kinds -----	20
Trailers -----	4
Electric motors -----	40

## VOLUME OF TRAFFIC.

Number of passengers carried during year -----	16,777,705
Number of passengers carried per mile of track operated -----	82,840
Number of car miles run -----	318,700

## Durham Traction Company.

## OFFICERS.

Title.	Name.	Address.
President -----	R. H. Wright -----	Durham, N. C.
Secretary and Treasurer -----	J. S. Manning -----	Durham, N. C.
Superintendent -----	W. W. S. Butler -----	Durham, N. C.

## DIRECTORS.

R. H. Wright, Durham, N. C.; J. S. Carr, Durham, N. C.; J. S. Manning, Durham, N. C.; H. A. Foushee, Durham, N. C.; Samuel Register, Richmond, Va.

## PROPERTY OPERATED.

Length of main track (miles) -----	5.9
Sidings and switches (miles) -----	.3
Total mileage, including sidings and switches -----	6.2
Mileage within corporate limits -----	4.2
Mileage outside corporate limits -----	1.7

System of electric motive power in use—General Electric.

Motive power—General Electric.

## CAPITAL STOCK.

Capital stock authorized -----	\$ 500,000.00
Capital stock issued and outstanding -----	500,000.00

## FUNDED DEBT.

Description—	
\$1,000 40-year 5 per cent. gold bonds issued-----	\$ 350,000.00
Treasury bonds -----	50,000.00

## GENERAL EXHIBIT FOR THE YEAR.

Gross income from operations-----	\$ 87,874.73	
Operating expenses-----	67,987.03	
Net income from operation-----		\$ 19,887.70
Deductions from Income—		
Interest on funded debt-----	17,500.00	
Taxes -----	1,784.52	
Total deductions from income-----		19,284.52
Net income-----		603.18
Surplus for year ending December 30, 1901-----		7,560.57
Surplus for year ending December 30, 1902-----		7,272.63

## EARNINGS AND EXPENSES OF OPERATION.

Expenses—	
Salaries of general officers and clerks -----	\$ 5,415.00
Office expense-----	880.05
Other general expense -----	553.02
Insurance -----	1,500.00
Legal expense-----	378.60
Interest and discount -----	1,340.00
Injuries and damages -----	1,972.21
Taxes -----	1,784.52
Bond interest-----	17,500.00
Wages, conductors and motormen-----	9,085.05
Wages, car house hands-----	671.50
Car supplies-----	376.70
Railway power-----	12,149.99
Repairs, track and roadway-----	761.60
Repairs to buildings-----	15.32
Other maintenance of way expense -----	50.61
Wages hands, repairs cars-----	407.71
Materials, repairs cars -----	847.75
Lakewood Park expense -----	1,944.01
Repairs dam -----	203.89

## EARNINGS AND EXPENSES OF OPERATION—Continued.

Expenses—Continued.		
Merry-go-round expense -----	\$ 18.92	
Casino expense -----	505.70	
Base-ball Park expense -----	65.00	
Electric wages -----	4,473.18	
Electric repairs -----	542.34	
Electric supplies -----	435.10	
Electric wiring -----	4,068.85	
Electric power -----	9,166.71	
Ice wages -----	3,016.60	
Ice repairs -----	153.87	
Ice, repairs teams -----	290.92	
Ice, feed -----	812.49	
Ice, supplies -----	863.84	
Ice, power -----	5,020.50	
Loss and gain -----	603.18	
Total -----		\$ 87,874.73
Receipts—		
Railway receipts -----	42,320.30	
Lakewood Park receipts -----	44.45	
Lakewood Bathing Pool receipts -----	73.65	
Base-ball Park receipts -----	85.00	
Electric light receipts -----	22,377.20	
Electric wiring receipts -----	4,278.78	
Electric, miscellaneous receipts -----	200.50	
Casino (Lakewood Park) receipts -----	549.45	
Merry-go-round (Lakewood Park) receipts -----	634.95	
Ice receipts -----	17,310.45	
Total -----		87,874.73

## EQUIPMENT OWNED.

Box passenger cars equipped for the electric power -----	8
Open passenger cars equipped for the electric power -----	4
Total passenger cars, all kinds -----	12

## VOLUME OF TRAFFIC

Number of passengers carried during year -----	1,026,348
--	-----------

## Fries Manufacturing and Power Company.

## OFFICERS.

Title.	Name.	Address.
President-----	Henry E. Fries-----	Winston-Salem, N. C.
Secretary-Treasurer-----	Bernard J. Pfohl-----	Winston-Salem, N. C.
Superintendent-----	J. J. Sigg-----	Winston-Salem, N. C.

## DIRECTORS

H. E. Fries, Winston-Salem, N. C.; J. W. Fries, Winston-Salem, N. C.; N. S. Wilson, Winston-Salem, N. C.; F. H. Fries, Winston-Salem, N. C.; H. A. Pfohl, Winston-Salem, N. C.; C. B. Watson, Winston-Salem, N. C.; J. C. Bessent, Winston-Salem, N. C.; W. A. Whitaker, Winston-Salem, N. C.; E. E. Gray, Winston-Salem, N. C.; W. A. Blair, Winston-Salem, N. C.; J. Jacobs, Winston-Salem, N. C.; W. M. Nissen, Winston-Salem, N. C.; J. A. Vance, Winston-Salem, N. C.; Clement Manley, Winston-Salem, N. C.; F. C. Brown, Winston-Salem, N. C.; J. W. Hanes, Winston-Salem, N. C.; W. A. Lemly, Winston-Salem, N. C.; C. D. Ogburn, Winston-Salem, N. C.; R. B. Haines, Jr., Philadelphia, Pa.

## PROPERTY OPERATED.

Length of main track (miles)-----	6.1113
Sidings and switches (miles)-----	3.0178
Total mileage, including sidings and switches-----	9.1291
Mileage within corporate limits-----	5.0000
Mileage outside corporate limits-----	4.1291

System of electric motive power in use—General Electric.

Motive power—electricity and steam.

## CAPITAL STOCK.

Capital stock authorized-----	{ \$100,000 preferred } { \$600,000 common }	\$ 700,000.00
Capital stock issued and outstanding-----	{ common----- { preferred-----	574,600.00 100,000.00
Number of shares issued and outstanding-----	{ common----- { preferred-----	5,746 1,000
Number of stockholders-----		78

## FUNDED DEBT.

Description—	
First mortgage, 40 years 5 per cent. gold bonds -----	\$ 456,000.00

## GENERAL EXHIBIT FOR THE YEAR.

Gross income from operations -----	\$ 113,486.85	
Operating expenses -----	74,939.42	
Net income from operation -----		\$ 38,547.43
Total deductions from income -----		22,675.00
Net income -----		15,872.43

## EARNINGS AND EXPENSES OF OPERATION.

Item.	Amount.	Total.
<b>Earnings—Electric Plant—</b>		
Incandescent lighting -----	\$ 13,195.46	
Arc lighting—commercial -----	1,975.98	
Arc lighting—municipal -----	7,438.82	
Motors and fans -----	1,953.98	
Wiring, sales and repairs -----	8,236.63	
Passenger traffic -----	36,792.75	
Freight traffic -----	5,747.49	
Miscellaneous -----	654.95	
		\$ 75,996.06
<b>River Plant—</b>		
Electric power -----	20,415.43	
Rents, etc. -----	229.95	
		20,645.38
<b>Ice Plant—</b>		
Sales -----	16,363.01	
		16,363.01
Grand total earnings -----		113,004.45
<b>Maintenance—Electric Plant—</b>		
Real estate -----	103.13	
Station apparatus -----	329.84	
Lines -----	879.46	
Arc lamps -----	491.13	
Cars -----	2,286.98	
Track -----	701.69	
		4,792.23
<b>River Plant—</b>		
Real estate -----	70.22	
Motors, generators, transformers, etc. -----	1,480.48	
Lines -----	80.44	
		1,631.14

## EARNINGS AND EXPENSES OF OPERATION—Continued.

Ice Plant—		
Real estate -----	\$ 4.87	
Station apparatus -----	332.08	\$ 336.45
Grand total maintenance -----		6,759.82
Generation—Electric Plant—		
Engineers -----	1,460.72	
Firemen -----	821.05	
Coal -----	3,733.65	
Water -----	366.20	
Electric power -----	5,977.06	
Oil, grease and waste -----	300.80	12,659.48
River Plant—		
Wages -----	3,295.28	
Power -----	29.17	
Oil, grease and waste -----	244.88	3,569.33
Ice Plant—		
Wages -----	1,203.90	
Fuel -----	3,636.07	
Water -----	840.64	
Ammonia, salt, etc. -----	296.22	
Oil, grease and waste -----	237.91	6,214.74
Grand total generation -----		22,443.55
Distribution—Electric Plant—		
Lamp renewals -----	1,540.44	
Meter expenses -----	178.62	
Interior wiring and fixtures -----	285.31	
Wiring, sales and repairs -----	7,303.50	9,307.87
River Plant—		
Sub-station expenses -----	473.39	473.39
Ice Plant—		
Sales and delivery -----	5,465.86	5,465.86
Grand total distribution -----		15,252.12
Transportation—Electric Plant—		
Superintendent, conductors and motormen -----	9,472.65	
Freight hands -----	2,219.03	
Car service supplies -----	768.38	
Advertising and attractions -----	2,157.24	14,617.30
Grand total transportation -----		14,617.30

## EARNINGS AND EXPENSES OF OPERATION—Continued.

General Expense—Electric, River and Ice Plants—		
Officers and clerks .....	\$ 4,937.09	
Office expenses and supplies .....	555.36	
Insurance .....	2,106.59	
Taxes .....	3,391.71	
Accidents .....	305.70	
Legal expenses .....	175.60	
Directors' meetings .....	47.44	
Interest, discount and exchange .....	3,625.49	
Miscellaneous .....	358.51	
		\$ 15,503.49
Grand total general expense .....		15,503.49
Total operating expense .....		74,576.28
Earnings from operation .....		38,428.17
Fixed charges—interest on bonds .....		22,675.00
Balance to surplus .....		15,753.17
Gas Works—		
Earnings .....	482.40	
Expense .....	363.14	
Net .....		119.26
Total .....		15,872.43

## EQUIPMENT OWNED.

Boxed passenger cars equipped for the electric power .....	9
Open passenger cars equipped for the electric power .....	9
Other passenger cars equipped for the electric power .....	3
Total passenger cars, all kinds .....	21
Trailers .....	2
Electric motors .....	30

## VOLUME OF TRAFFIC.

Number of passengers carried during year .....	968,326
Number of passengers carried per mile of track operated .....	106,070
Number of round trips run .....	36,061.2
Number of car miles run .....	341,084.16
Average number of persons employed .....	60

## Greensboro Electric Company, Greensboro, N. C.

(THIS COMPANY HAS FAILED TO MAKE A REPORT TO THE COMMISSION).

## The Raleigh Electric Company.

## OFFICERS.

Title.	Name.	Address.
President-----	Wm. J. Andrews-----	Raleigh, N. C.
Secretary-----	F. B. Royster-----	Raleigh, N. C.
Treasurer-----	F. H. Boggs-----	Raleigh, N. C.

## DIRECTORS.

John H. McAden, Charlotte, N. C.; Jas. H. Cutler, Boston, Mass.; V. E. Turner, Raleigh, N. C.; A. A. Thompson, Raleigh, N. C.; Julius Lewis, Raleigh, N. C.; A. B. Andrews, Raleigh, N. C.; Wm. J. Andrews, Raleigh, N. C.

## PROPERTY OPERATED.

Length of main track (miles)-----	4
Sidings and switches—Pullen Park track belongs to park (miles)-----	.25
Total mileage, including sidings and switches-----	4.25
Mileage within corporate limits-----	3
Mileage outside corporate limits-----	1.25

System of electric motive power in use—General Electric Co.  
Motive power—steam.

## CAPITAL STOCK.

Capital stock authorized-----	\$ 75,000.00
Capital stock issued and outstanding-----	58,800.00
Number of shares issued and outstanding-----	588
Number of stockholders-----	21

## FUNDED DEBT.

Description—	
150 5-30 gold bonds, 5 per cent., \$500 each, of which 117 are outstanding -----	\$ 58,500.00

## GENERAL EXHIBIT FOR THE YEAR.

Gross income from operations-----	\$ 56,889.69	
Operating expenses -----	48,912.14	
Net income from operation-----		\$ 7,977.55
Deductions from Income—		
Interest on funded debt-----	2,925.00	
Depreciation -----	3,759.96	
Total deductions from income-----		6,684.96
Net income-----		1,292.59
Dividends declared on stock-----		None
Surplus for year ending April 30, 1903-----		1,292.59
Surplus for year ending April 30, 1902-----		2,015.39
Total deficit for year ending April 30, 1903-----		722.80

## EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation—	
Receipts from passengers carried .....	\$ 24,464.15
Receipts from electric street lighting .....	5,817.80
Receipts from electric lights, residences .....	20,927.16
Receipts from advertising in cars .....	144.00
Miscellaneous receipts .....	5,537.08
Gross income from operation .....	56,889.69
Expenses of Operation—	
Salaries of general officers and clerks .....	3,173.50
General office expenses and supplies .....	1,058.84
Legal expenses .....	985.00
Insurance .....	633.04
Taxes .....	810.67
Interest on floating debt .....	1,981.55
Maintenance of Roadway and Buildings—	
Repair and maintenance of road-bed and track .....	1,918.66
Repairs of buildings .....	714.70
Repairs of electric line construction .....	2,072.05
Maintenance of equipment .....	3,681.96
Repairs of cars .....	1,481.54
Transportation Expenses—	
Care of cars .....	600.00
Cost of electric motive power .....	18,819.58
Wages and compensation of persons employed in conducting transportation .....	4,727.16
Damages for injuries to persons .....	463.00
Other transportation expenses .....	5,790.89
Total operating expenses .....	48,912.14

## EQUIPMENT OWNED.

Box passenger cars equipped for the electric power .....	4
Open passenger cars equipped for the electric power .....	5
Other passenger cars equipped for the electric power .....	1
Total passenger cars, all kinds .....	10
Electric motors .....	18

## VOLUME OF TRAFFIC.

Number of passengers carried during year-----	600,000
Number of passengers carried per mile of track operated-----	150,000
Number of round trips run-----	23,300
Number of car miles run -----	163,500
Average number of persons employed-----	45

## Pinehurst Railroad Company.

## OFFICERS.

Title.	Name.	Address.
President-----	Leonard Tufts-----	Boston, Mass.
Secretary-----	Wm. T. Jennay-----	Boston, Mass.
Treasurer-----	Wm. T. Jennay-----	Boston, Mass.
Superintendent-----	T. B. Cotter-----	Pinehurst, N. C.

## DIRECTORS.

Leonard Tufts, Boston, Mass.; Wm. T. Jennay, Boston, Mass.; Chas. Warren, Boston, Mass.

## PROPERTY OPERATED.

Pinehurst to Southern Pines, N. C. (miles)-----	7
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## CAPITAL STOCK.

Capital stock authorized-----	\$ 15,000.00
Capital stock issued and outstanding-----	15,000.00
Number of shares issued and outstanding-----	600
Number of stockholders-----	3

## GENERAL EXHIBIT FOR THE YEAR.

Gross income from operations -----	\$ 5,480.59
Operating expenses -----	7,202.49
Deductions from Income—	
Taxes -----	54.83

## EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation—	
Receipts from passengers carried -----	\$ 3,635.23
Receipts from freight hauled -----	937.87
Receipts from express -----	693.69
Receipts from mail -----	213.84
Gross income from operation -----	5,480.59
Maintenance of Roadway and Buildings—	
Repair of road-bed and track -----	1,868.16
Maintenance of equipment -----	760.78
Transportation Expenses—	
Cost of electric motive power -----	3,000.00
Wages and compensation of persons employed in conducting transportation -----	1,306.97
Rentals for buildings -----	100.00
Other transportation expenses -----	166.58
Total operating expenses -----	7,202.49

## EQUIPMENT OWNED.

Box passenger cars equipped for the electric power -----	2
Open passenger cars equipped for the electric power -----	1
Total passenger cars, all kinds -----	3

## VOLUME OF TRAFFIC.

Number of round trips run -----	2,610
Number of car miles run -----	26,820
Average number of persons employed -----	4

## The Pullman Company.

## OFFICERS.

Title.	Name.	Address.
President -----	Robert T. Lincoln -----	Chicago, Ill.
Secretary -----	A. S. Wenisheimer -----	Chicago, Ill.
General Counsel -----	John S. Runnels -----	Chicago, Ill.
Assistant Counsel -----	L. E. McPherson -----	Chicago, Ill.

## CAPITAL STOCK.

Capital stock -----	\$ 12,100,000
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## PROPERTY OPERATED.

Total length of main lines of railroads over which its cars are run (miles) -----	169,830
Mileage in North Carolina -----	1,197

## Southern Express Company.

## DIRECTORS.

Title.	Name.	Address.
Chairman Board of Directors -----	M. F. Plant -----	Groton, Conn.
President -----	M. J. O'Brien -----	71 Broadway, New York.
First Vice-President -----	Thomas W. Levy -----	Atlanta, Ga.
Second Vice-President -----	C. L. Loop -----	Chattanooga, Tenn.
Secretary and Treasurer -----	G. H. Tilley -----	71 Broadway, New York.
Assistant General Manager -----	Mark J. O'Brien -----	Chattanooga, Tenn.

## EARNINGS AND EXPENSES OF OPERATION.

Receipts from business within North Carolina -----	\$ 230,825.80	
Railroad company's share of the charges in such business -----	115,412.90	
Net-----		\$ 115,412.90
Expenses—		
Losses and damages-----	1,322.92	
General salaries and expenses-----	13,324.95	
Superintendents' salaries and expenses-----	3,819.69	
Route agents' salaries and expenses -----	4,132.20	
Messengers' salaries -----	14,404.29	
Stationery and supplies -----	2,951.26	
Officers' salaries and expenses -----	57,163.39	
Other expenses -----	1,746.31	
Taxes-----	4,987.85	
Total -----		103,852.86
Net after expenses -----		11,560.04

## Western Union Telegraph Company.

## OFFICERS.

Title.	Name.	Address.
President-----	-----	-----
Superintendent Southern Division-----	-----	-----

## PROPERTY OPERATED.

United States and Great Britain (miles)-----	1,029,984
Total length of line in North Carolina (miles)-----	17,508
Miles of pole line in North Carolina-----	3,619

## CAPITAL STOCK.

Capital stock-----	\$ 97,340,600
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## FUNDED DEBT.

Funded debt-----	\$ 13,000,000
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## Atlantic Postal Telegraph-Cable Company.

## OFFICERS.

Title.	Name.	Location of Office.
President-----	Albert B. Chandler-----	253 Broadway, N. Y.
Vice-President-----	William H. Baker-----	253 Broadway, N. Y.
Secretary-----	Chas. P. Bruch-----	253 Broadway, N. Y.
Treasurer-----	Edward C. Platt-----	253 Broadway, N. Y.
General Superintendent-----	Chas. C. Adams-----	Atlanta, Ga.
Superintendent-----	Jos. W. Kates-----	Richmond, Va.

**RECEIPTS AND EXPENSES IN THE STATE OF NORTH CAROLINA FOR THE YEAR ENDING  
JUNE 30, 1903.**

<b>Receipts—</b>	
This line out of State -----	\$ 32,336.77
This line in State -----	8,481.39
Stocks and markets -----	3,651.25
Money transfers -----	272.84
District messenger -----	191.49
This line cables -----	636.79
Total -----	<u>45,570.53</u>
<b>Expenses—</b>	
Salaries -----	12,311.39
Commission -----	3,407.79
Messenger salaries -----	1,534.73
Messenger commission -----	3,944.42
Rents -----	3,234.22
Light and fuel -----	1,169.26
Freight and express -----	206.71
Stationery -----	13.60
Postage -----	202.86
Equipment -----	326.10
Battery -----	1.65
Line repairs -----	6,807.15
Supply store -----	1,675.96
Superintendents and general office -----	5,686.25
Total -----	<u>40,552.09</u>

Summary of the Reports of the Condition of the State,  
Private and Savings Banks of North Carolina at  
Close of Business on November 17, 1903.

## STATE BANKS.

RESOURCES.		LIABILITIES.	
Loans and discounts-----	\$ 13,585,407.61	Capital stock paid in-----	\$ 4,018,758.39
Overdrafts-----	298,376.42	Surplus fund-----	569,624.45
United States bonds-----	70.00	Undivided profits-----	647,335.20
North Carolina State bonds-----	36,550.00	Dividends unpaid-----	2,116.11
All other stocks, bonds and mortgages-----	882,915.31	Notes and bills rediscounted-----	448,724.90
Premium on bonds-----	14,287.08	Bills payable-----	482,867.32
Banking houses, furniture and fixtures-----	521,604.49	Time certificates of deposit-----	1,377,302.36
All other real estate owned-----	170,805.02	Deposits subject to check-----	11,721,139.10
Demand loans-----	693,738.47	Demand certificates of deposit-----	922,258.85
Due from banks and bankers-----	3,299,135.54	Due to banks and bankers-----	484,152.34
Cash items-----	191,511.01	Cashier's checks outstanding-----	91,004.52
Gold coin-----	222,466.41	Certified checks-----	35,309.43
Silver coin, including all minor coin currency-----	205,299.83	Accrued interest due depositors-----	6,706.43
National bank notes and other U. S. notes-----	810,096.00	Trust funds-----	758,300.20
Invested trust assets-----	633,453.04	Special reserve-----	21,313.21
Miscellaneous-----	21,196.58		
<b>Total-----</b>	<b>21,586,912.81</b>	<b>Total-----</b>	<b>21,586,912.81</b>

## PRIVATE BANKS.

RESOURCES.		LIABILITIES.	
Loans and discounts-----	\$ 119,905.80	Capital stock paid in-----	\$ 32,775.00
Overdrafts-----	5,309.73	Undivided profits-----	12,479.15
Banking houses, furniture and fixtures-----	5,662.63	Notes and bills rediscounted-----	26,100.00
All other real estate owned-----	1,840.21	Bills payable-----	1,904.66
Demand loans-----	36,755.88	Deposits subject to check-----	173,993.33
Due from banks and bankers-----	57,166.29	Cashier's checks outstanding-----	880.80
Cash items-----	6,555.61		
Gold coin-----	1,495.00		
Silver coin, including all minor coin currency-----	1,007.79		
National bank notes and other U. S. notes-----	12,434.00		
<b>Total-----</b>	<b>248,132.94</b>	<b>Total-----</b>	<b>248,132.94</b>

## SAVINGS BANKS.

RESOURCES.		LIABILITIES.	
Loans and discounts-----	\$ 3,165,512.15	Capital stock paid in-----	\$ 406,000.00
Overdrafts-----	13,772.79	Surplus fund-----	38,000.00
All other stocks, bonds and mort- gages-----	93,162.50	Undivided profits-----	147,636.54
Banking houses, furniture and fix- tures-----	52,071.80	Dividends unpaid-----	308.00
All other real estate owned-----	28,977.13	Notes and bills rediscounted-----	8,600.00
Demand loans-----	199,684.80	Bills payable-----	16,239.00
Due from banks and bankers-----	663,873.80	Time certificates of deposit-----	183,602.89
Cash items-----	26,789.63	Deposits subject to check-----	3,396,681.87
Gold coin-----	15,342.09	Demand certificates of deposit-----	88,704.13
Silver coin-----	12,773.77	Due to banks and bankers-----	16,141.51
National bank notes-----	58,736.00	Cashier's checks outstanding-----	4,903.40
Miscellaneous-----	2,540.08	Certified checks-----	226.00
		Accrued interest due depositors-----	25,131.96
		Deposits in trust-----	778.40
		Miscellaneous-----	282.84
Total-----	4,333,236.54	Total-----	4,333,236.54

## STATE, PRIVATE AND SAVINGS BANKS.

RESOURCES.		LIABILITIES.	
Loans and discounts-----	\$16,870,825.56	Capital stock paid in-----	\$ 4,457,533.39
Overdrafts-----	317,458.94	Surplus fund-----	607,624.45
United States bonds-----	70.00	Undivided profits-----	807,450.89
North Carolina State bonds-----	36,550.00	Dividends unpaid-----	2,424.11
All other stocks, bonds and mort- gages-----	976,077.81	Notes and bills rediscounted-----	483,424.90
Premium on bonds-----	14,287.08	Bills payable-----	501,010.98
Banking houses, furniture and fix- tures-----	579,338.92	Time certificates of deposit-----	1,560,905.25
All other real estate owned-----	201,622.36	Deposits subject to check-----	15,291,814.30
Demand loans-----	930,179.15	Demand certificates of deposit-----	1,010,962.98
Due from banks and bankers-----	4,020,175.63	Due to banks and bankers-----	500,293.85
Cash items-----	224,856.25	Cashier's checks outstanding-----	96,788.72
Gold coin-----	239,303.50	Certified checks-----	35,535.43
Silver coin-----	219,081.39	Accrued interest due depositors-----	31,838.39
National bank notes-----	881,266.00	Trust funds-----	759,078.60
Invested trust assets-----	633,453.04	Special reserve-----	21,313.21
Miscellaneous-----	23,736.66	Miscellaneous-----	282.84
Total-----	26,168,282.29	Total-----	26,168,282.29

## BANKS, OFFICERS, CAPITAL STOCK, ETC.

Name of Bank and Location.	President.	Cashier.	Capital Stock.	Chartered.	Organized.	Opened for Business.
STATE BANKS.						
1 Alamance Loan and Trust Co., Burlington-----	J. H. Holt-----	J. M. Fix-----	\$ 45,000.00	Laws 1902	April 1, 1902	April 1, 1902
2 Bank of Alamance, Graham-----	E. M. Armfield-----	Chas. A. Scott-----	20,000.00	Laws 1899	May 25, 1899	Aug. 3, 1899
3 Bank of Alexander, Taylorsville-----	W. B. Matheson-----	A. C. McIntosh-----	6,000.00	Laws 1903	Nov. 1, 1902	Nov. 1, 1902
4 Bank of Ashe, Jefferson-----	J. E. Finley-----	W. H. Worth-----	10,000.00	Laws 1903	July 28, 1903	Oct. 17, 1903
5 Bank of Ayden, Ayden-----	W. H. S. Burgwyn-----	J. R. Smith-----	10,000.00	Laws 1903	Mar. 25, 1903	April 1, 1903
6 Bank of Beaufort, Beaufort-----	N. W. Taylor-----	Thos. Thomas-----	10,000.00	Laws 1901	Mar. 21, 1901	June 15, 1901
7 Bank of Belhaven, Belhaven-----	C. P. Aycock-----	W. E. Stubbs-----	15,000.00	Laws 1903	July 3, 1903	Sept. 7, 1903
8 Bank of Benson, Benson-----	J. D. Parrish-----	E. L. Hall-----	10,000.00	Laws 1901	Dec. 27, 1900	April 2, 1901
9 Bank of Cape Fear, Lillington-----	R. M. Nelson-----	T. C. Young-----	2,500.00	Laws 1903	Aug. 14, 1903	Aug. 17, 1903
10 Bank of Carteret, Morehead City-----	R. W. Taylor-----	W. M. Webb-----	10,000.00	Laws 1903	Sept. —, 1903	Sept. 1, 1903
11 Bank of Carthage, Carthage-----	W. J. Adams-----	D. S. Ray-----	10,000.00	Laws 1899	Nov. 14, 1899	Nov. 14, 1899
12 Bank of Chapel Hill, Chapel Hill-----	J. S. Carr-----	A. W. Peace-----	5,000.00	Laws 1899	April 12, 1899	July 19, 1899
13 Bank of China Grove, China Grove-----	J. A. Davidson-----	W. E. Lowe-----	5,000.00	Laws 1903	Mar. 20, 1903	April 30, 1903
14 Bank of Clinton, Clinton-----	L. A. Bethune-----	H. McKinnon-----	15,000.00	Laws 1901	Jan. 19, 1901	Jan. 24, 1901
15 Bank of Cornelius, Cornelius-----	J. M. Dave-----	F. C. Sherrill-----	5,000.00	Laws 1903	May 9, 1903	July 15, 1903
16 Bank of Davie, Mocksville-----	W. A. Bailey-----	T. J. Byerly-----	10,000.00	Laws 1901	May 10, 1901	Oct. 7, 1901
17 Bank of Dunn, Dunn-----	L. J. Best-----	R. McA. Nixon-----	20,000.00	Laws 1901	Mar. 29, 1901	Mar. 29, 1901
18 Bank of Duplin, Wallace-----	H. C. McQueen-----	A. L. McGowan-----	9,825.00	Laws 1903	Feb. —, 1903	April 10, 1903
19 Bank of Edenton, Edenton-----	Julien Wood-----	Geo. P. Folk-----	25,000.00	Laws 1895	Jan. 1, 1895	Jan. 25, 1895
20 Bank of Enfield, Enfield-----	Geo. P. Curtis-----	Ivey Watson-----	10,000.00	Laws 1897	Jan. 1, 1898	Jan. 1, 1898
21 Bank of Faison, Faison-----	W. E. Borden-----	M. McD. Williams-----	5,500.00	Laws 1903	June 27, 1903	Oct. 3, 1903

## BANKS. OFFICERS. CAPITAL STOCK, ETC.—Continued.

Name of Bank and Location.	President.	Cashier.	Capital Stock.	Chartered.	Organized.	Opened for Business.
STATE BANKS—continued.						
22 Bank of Fayetteville, Fayetteville	H. W. Lilly	J. C. Haigh	\$ 180,000.00	Laws 1887	Dec. 20, 1887	Jan. 1, 1888
23 Bank of Franklin, Franklin	Geo. A. Jones	J. G. Silver	10,000.00	Laws 1903	May 1, 1903	July 1, 1903
24 Bank of Fremont, Fremont	J. T. Hooks	Cutlar Lee	12,500.00	Laws 1901	Mar. 28, 1900	Sept. 3, 1900
25 Bank of Granville, Oxford	E. T. White	H. G. Cooper	60,000.00	Laws 1895	Sept. —, 1894	Sept. —, 1894
26 Bank of Greenville, Greenville	R. L. Davis	J. L. Little	25,000.00	Laws 1897	June 15, 1896	June 15, 1896
27 Bank of Hamlet, Hamlet	E. A. Lackey	J. S. Bishop	6,500.00	Laws 1903	May 22, 1902	Oct. 1, 1902
28 Bank of Hendersonville, Hendersonville	J. P. Rickman	J. A. Maddrey	27,000.00	Laws 1901	Mar. 30, 1901	April 1, 1901
29 Bank of Jonesboro, Jonesboro	R. M. Nelson	B. F. White	4,000.00	Laws 1903	May 23, 1903	May 23, 1903
30 Bank of Kernersville, Kernersville	W. H. Mendenhall	G. V. Fulp	5,000.00	Laws 1903	Jan. 1, 1903	Jan. 1, 1903
31 Bank of Kinston, Kinston	E. F. Cox	R. C. Strong	50,000.00	Laws 1897	Mar. 1, 1897	Mar. 1, 1897
32 Bank of Leaksville, Leaksville	R. W. Walker	A. L. Harper	10,000.00	Laws 1889	June 1, 1889	June 1, 1889
33 Bank of Lenoir, Lenoir	G. W. F. Harper	J. H. Beall	10,000.00	Laws 1903	April 27, 1903	April 30, 1903
34 Bank of Lexington, Lexington	G. W. Montcastle	W. H. Mendenhall	30,000.00	Laws 1894	May —, 1896	June 1, 1896
35 Bank of Liberty, Liberty	Lee H. Battle	W. H. Griffin	5,000.00	Laws 1903	— —, 1903	May 21, 1903
36 Bank of Lillington, Lillington	W. W. Mills	H. T. Spears	10,000.00	Laws 1903	May 28, 1903	Aug. 31, 1903
37 Bank of Lincolnton, Lincolnton	B. F. Grigg	W. E. Grigg	10,000.00	Laws 1903	May 28, 1903	June 1, 1903
38 Bank of Littleton, Littleton	J. H. Harrison	H. F. Bonney	8,050.00	Laws 1897	Sept. 6, 1899	Oct. 24, 1899
39 Bank of Lumberton, Lumberton	A. W. McLean	C. B. Townsend	20,000.00	Laws 1897	June 14, 1897	June 14, 1897
40 Bank of Madison, Madison	J. M. Galloway	J. O. Ragsdale	10,000.00	Laws 1899	May 10, 1899	Sept. 12, 1899
41 Bank of Martin County, Williamston	D. S. Biggs	J. G. Godard	12,000.00	Laws 1903	Jan. 22, 1900	Jan. 22, 1900
42 Bank of Maxton, Maxton	Jno. H. Cook	Thos. O. Evans	20,000.00	Laws 1899	April 17, 1900	Sept. 1, 1900

43	Bank of Montgomery, Troy	W. J. Armfield, Jr.	J. G. Tomlinson	10,000.00	Laws 1901	Feb. 14, 1901	Feb. 26, 1901
44	Bank of Mooresville, Mooresville	J. E. Sherrill	C. P. McNeely	20,000.00	Laws 1899	Sept. 5, 1900	Nov. 1, 1900
45	Bank of Mount Olive, Mount Olive	W. E. Borden	M. T. Brezeale	10,000.00	Laws 1901	Jan. 21, 1901	Jan. 22, 1901
46	Bank of Murphy, Murphy	R. L. Cooper	J. H. Carter	10,000.00	Laws 1899	Dec. 22, 1898	Jan. 16, 1899
47	Bank of Nashville, Nashville	F. B. Ricks	S. F. Austin	5,000.00	Laws 1903	Jan. 23, 1901	Feb. 2, 1901
48	Bank of North Wilkesboro, North Wilkesboro	J. E. Finley	R. W. Gwyn	25,000.00	Laws 1891	Feb. —, 1892	Mar. 2, 1892
49	Bank of Pee Dee, Rockingham	T. C. Leak	W. L. Parsons	24,950.00	Laws 1891	Mar. 25, 1891	May 21, 1891
50	Bank of Pittsboro, Pittsboro	W. L. London	M. T. Williams	10,000.00	Laws 1903	Sept. 11, 1901	Oct. 15, 1901
51	Bank of Plymouth, Plymouth	W. T. Old	Clarence Latham	12,500.00	Laws 1901	Aug. 30, 1900	Nov. 1, 1900
52	Bank of Randleman, Randleman	S. Bryant	J. H. Cole	20,000.00	Laws 1901	June —, 1900	June —, 1900
53	Bank of Randolph, Ashboro	O. R. Cox	W. J. Armfield, Jr.	16,000.00	Laws 1897	Nov. 4, 1897	Nov. 4, 1897
54	Bank of Red Springs, Red Springs	A. B. Pearsall	J. S. Jones	15,000.00	Laws 1901	Nov. 1, 1901	Nov. 26, 1900
55	Bank of Reidsville, Reidsville	P. B. Johnston	J. F. Watlington	50,000.00	Laws 1875	May —, 1882	May —, 1882
56	Bank of Rich Square, Rich Square	W. H. S. Burgwyn	E. Baugham	5,000.00	Laws 1903	Nov. 11, 1902	Nov. 12, 1902
57	Bank of Rocky Mount, Rocky Mount	T. H. Battle	L. F. Trillery	40,000.00	Laws 1889	— — —, 1888	Jan. 1, 1889
58	Bank of Rutherfordton, Rutherfordton	D. F. Morrow	J. W. Dorsey	10,000.00	Laws 1899	April 1, 1900	April 1, 1900
59	Bank of Sanford, Sanford	W. J. Edwards	S. P. Hatch	15,000.00	Laws 1897	Mar. 20, 1899	Mar. 20, 1899
60	Bank of Selma, Selma	M. C. Winston	L. D. Debnam	10,000.00	Laws 1903	Jan. 8, 1902	May 1, 1902
61	Bank of Smithfield, Smithfield	A. K. Smith	C. V. Johnson	20,000.00	Laws 1895	Mar. 1, 1898	Mar. 1, 1898
62	Bank of Spencer, Spencer	B. F. Lively	Jas. K. Dorsett	4,287.50	Laws 1903	Mar. 9, 1903	Mar. 19, 1903
63	Bank of Stoneville, Stoneville	R. T. Stone	C. K. Nolen	5,800.00	Laws 1903	July 23, 1903	July 22, 1903
64	Bank of Tarboro, Tarboro	J. F. Shackelford	Jo. J. Green	25,000.00	Laws 1895	June 1, 1895	June 10, 1895
65	Bank of Thomasville, Thomasville	E. M. Armfield	J. L. Armfield	12,500.00	Laws 1899	April 3, 1899	Aug. 7, 1899
66	Bank of Union, Monroe	W. S. Blakeney	J. R. Shute	25,000.00	Laws 1891	Oct. 14, 1902	Nov. 3, 1902
67	Bank of Wadesboro, Wadesboro	T. J. Covington	C. M. Burns, Jr.	25,000.00	Laws 1899	July 4, 1902	Sept. 1, 1902
68	Bank of Warsaw, Warsaw	John S. Armstrong	H. F. Peirce	10,000.00	Laws 1903	April 30, 1903	Aug. 6, 1903

## BANKS, OFFICERS, CAPITAL STOCK, ETC.—Continued.

Name of Bank and Location.	President.	Cashier.	Capital Stock.	Chartered.	Organized.	Opened for Business.
STATE BANKS—continued.						
69 Bank of Washington, Washington	Seth Bridgman	T. J. Latham	\$ 50,000.00	Laws 1893	Jan. 30, 1893	Jan. 31, 1893
70 Bank of Wayne, Goldsboro	E. B. Borden	W. E. Borden	125,000.00	Laws 1891	Aug. 1, 1891	Aug. 1, 1891
71 Bank of Waynesville, Waynesville	Alden Howell	T. C. Skinner	50,000.00	Laws 1893	July 1, 1889	July 1, 1889
72 Bank of Weldon, Weldon	W. E. Daniel	W. R. Smith	20,000.00	Laws 1893	Aug. 20, 1893	Aug. 20, 1892
73 Bank of Whitakers, Whitakers	W. T. Braswell	W. J. Taylor	10,000.00	Laws 1903	April 8, 1903	July 15, 1903
74 Bank of Whiteville, Whiteville	J. A. Brown	C. H. Morrow	10,000.00	Laws 1903	June 5, 1903	June 5, 1903
75 Bank of Windsor, Windsor	Thos. Gillam	W. L. Lyon	10,000.00	Laws 1903	Aug. 6, 1889	Aug. 6, 1889
76 Bank of Youngsville, Youngsville	J. B. Perry	W. G. Riddick	5,000.00	Laws 1901	Aug. 15, 1899	Aug. 15, 1899
77 Battery Park Bank, Asheville	J. P. Sawyer	J. E. Rankin	100,000.00	Laws 1891	Mar. 1, 1891	Mar. 16, 1891
78 Branch Banking Co., Wilson	H. G. Connor	J. C. Hales	100,000.00	Laws 1889	Jan. 1, 1900	Jan. 1, 1900
79 Brevard Banking Co., Brevard	J. F. Hays	J. W. McMin	15,000.00	Laws 1889	Jan. 30, 1898	Feb. 1, 1898
80 Carolina Trust Co., Raleigh	W. W. Mills	Wm. Hayes	100,000.00	Laws 1901	July 13, 1892	July 22, 1902
81 Chatham Bank, Siler City	F. M. Hadly	J. J. Jenkins	4,450.00	Laws 1903	Nov. 20, 1901	Jan. 13, 1902
82 Citizens Bank, Elizabeth City	O. McMullan	M. R. Griffin	25,000.00		July 12, 1899	July 12, 1899
83 Citizens Bank, Franklinton	I. G. Staunton	W. F. Joyner	9,702.00	Laws 1901	Mar. 26, 1901	Sept. 7, 1901
84 Citizens Bank, Henderson	J. B. Owen	W. A. Hunt	100,000.00	Laws 1889	Mar. —, 1889	Mar. —, 1889
85 Citizens Bank, New Bern	T. A. Green	H. M. Graves	50,000.00	Laws 1891	Oct. 1, 1891	Oct. 1, 1891
86 Citizens Bank, Reidsville	H. R. Scott	R. L. Watt	75,000.00	Laws 1885	Jan. 17, 1885	Jan. 28, 1885
87 Clayton Banking Co., Clayton	Ashley Horne	C. M. Thomas	10,000.00	Laws 1901	May 5, 1899	Nov. 6, 1899
88 Commercial Bank, Lenoir	T. J. Lutz	O. P. Lutz	10,000.00	Laws 1903	—, 1900	April 19, 1900
89 Commercial Bank, Rutherfordton	T. B. Twitty	J. F. Flack	10,000.00	Laws 1901	Mar. 13, 1900	May 1, 1900

90	Commercial and Farmers Bank, Raleigh	J. J. Thomas	B. S. Jerman	100,000.00	Laws 1891	July 3, 1891	Sept. 30, 1891
91	Davis & Wiley Bank, Salisbury	T. F. Kluttz	O. D. Davis	60,000.00	Laws 1889	June 29, 1889	July 1, 1889
92	Elm City Bank, Elm City	J. L. Bailey	E. O. McCowan	10,000.00	Laws 1903	Sept. —, 1898	Sept. —, 1898
93	Farmers Bank, Rockingham	R. L. Steele	L. S. Covington	15,000.00	Laws 1901	Sept. 21, 1901	Oct. 7, 1901
94	Farmers and Merchants Bank, Louisburg	Wm. Bailey	W. J. Byerly	20,950.00	Laws 1895	Nov. —, 1895	Feb. 5, 1901
95	Fidelity Bank, Durham	B. N. Duke	J. F. Wiley	100,000.00	Laws 1887	Jan. —, 1888	Jan. —, 1888
96	Gastonia Banking Co., Gastonia	Jno. F. Love	Jas. A. Page	25,000.00	Laws 1903	June 1, 1903	July 1, 1903
97	Greensboro Loan and Trust Co., Greensboro	J. W. Fry	W. E. Allen, Treasurer	100,000.00	Laws 1889	July 19, 1889	Oct. 2, 1889
98	Greenville Banking and Trust Co., Greenville	L. I. Moore	R. J. Cobb	25,000.00	Laws 1901	Mar. 15, 1901	April 10, 1901
99	Hertford Banking Co., Hertford	W. S. Blanchard	L. W. Norman	15,000.00	Laws 1901	Dec. 1, 1900	Feb. 13, 1901
100	Kings Mountain Bank, Kings Mountain	F. Dilling	L. R. Hagood	10,000.00	Laws 1903	May 30, 1903	June 5, 1903
101	Merchants and Farmers Bank, Dunn	E. F. Young	V. L. Stephens	22,000.00	Laws 1889	April 1, 1900	April 1, 1900
102	Merchants and Farmers Bank, Marion	T. F. Wrenn	E. L. Gaston	25,000.00	Laws 1903	April 14, 1902	June 2, 1902
103	Merchants and Farmers Bank, Winton	T. Gillam	J. P. Mitchell	10,000.00	Laws 1903	Nov. 24, 1902	Mar. 2, 1903
104	Merchants and Planters Bank, Milton	J. A. Hurdle	R. L. Walker	3,000.00	Laws 1889	Mar. —, 1888	Mar. —, 1888
105	Morehead Banking Co., Durham	Q. E. Rawls	E. C. Murray	100,000.00	Laws 1889	Mar. 4, 1889	April 1, 1889
106	Mutual Aid Banking Co., New Bern	C. C. Roach	J. H. Fisher	1,783.89	Laws 1897	May 1, 1897	Aug. 7, 1897
107	Mount Holly Bank, Mount Holly	H. A. Rhyne	J. A. Costner	5,000.00	Laws 1903	Oct. 17, 1903	Nov. 10, 1903
108	Pamlico Banking and Insurance Co., Tarboro	H. L. Staton	Job Cobb	33,960.00	Laws 1875	Feb. 24, 1875	Feb. 24, 1875
109	Peoples Bank, Burlington	J. A. Davidson	S. A. Holleman	10,200.00	Laws 1903	Mar. 9, 1903	April 7, 1903
110	Peoples Bank, Monroe	O. P. Heath	Roscoe Phifer	55,000.00	Laws 1874	April 20, 1873	June 1, 1874
111	Peoples Bank, Roxboro	J. A. Long	J. S. Bradsher	40,000.00	Laws 1891	Sept. 1, 1891	Oct. 1, 1891
112	Planters Bank, Rocky Mount	J. C. Braswell	W. P. Hamilton	40,000.00	Laws 1897	Jan. 18, 1899	Mar. 27, 1899
113	Scotland Neck Bank, Scotland Neck	A. McDowell	F. P. Shields	25,000.00	Laws 1901	Feb. 1, 1901	Feb. 1, 1901
114	Southern Loan and Trust Co., Greensboro	E. P. Wharton	R. G. Vaughn, Treas.	200,000.00	Laws 1889	Jan. 1, 1900	Jan. 1, 1900
115	Southern States Trust Co., Charlotte	Geo. Stephens	W. H. Wood, Treas.	200,000.00	Laws 1901	June 3, 1901	July 15, 1901

## BANKS, OFFICERS, CAPITAL STOCK, ETC.—Continued.

Name of Bank and Location.	President.	Cashier.	Capital Stock.	Chartered.	Organized.	Opened for Business.
STATE BANKS—continued.						
116 Spring Hope Banking Co., Spring Hope-----	W. W. Richardson-----	J. M. Pearson-----	\$ 10,000.00	Laws 1903	Mar. 13, 1901	Mar. 13, 1901
117 Statesville Loan and Trust Co., Statesville-----	M. K. Steele-----	D. M. Ausley-----	25,000.00	Laws 1901	Feb. 23, 1901	April 15, 1903
118 Surry County Loan and Trust Co., Mt. Airy-----	J. H. Prather-----	G. D. Fawcett, Treas.-----	18,600.00	Laws 1901	April 9, 1901	April 10, 1901
119 Toisnot Banking Co., Elm City-----	R. S. Wells-----	E. W. Simpson-----	10,000.00	Laws 1901	Feb. 24, 1901	Sept. 3, 1901
120 Wachovia Loan and Trust Co., Winston----- Including Branch at Asheville----- Branch at High Point----- Branch at Salisbury----- Branch at Spencer-----	F. H. Fries-----	H. F. Shaffner, Secretary and Treasurer.	600,000.00	Laws 1891	Feb. 16, 1893	June 15, 1893.
PRIVATE BANKS.						
121 Gardner & Jeffress, Bankers, Warrenton-----		J. M. Gardner-----	10,000.00		Jan. 1, 1891	Jan. 1, 1891
122 Geyer, C. T., & Sons, Bankers, Southern Pines-----		R. E. Geyer-----	1,000.00		Aug. —, 1899	Aug. —, 1899
123 MacRae, Hugh, & Co., Wilmington-----			10,000.00		Jan 1, 1901	Jan. 1, 1901
124 Robertson, J. C., Banker, Robersonville-----			3,000.00		May 4, 1903	May 4, 1903
125 Rouse Brothers, LaGrange-----	N. J. Rouse-----	T. R. Rouse-----	4,500.00		July 30, 1900	Aug. 2, 1901
126 Street Banking Co., Wilmington-----	R. W. Street-----		1,000.00		Feb. 16, 1903	Mar. 1, 1903
127 Wade, L. A., Banker, Winston-----	L. A. Wade-----	D. A. Nance-----	3,275.00			
SAVINGS BANKS.						
128 Atlantic Trust and Banking Co., Wilmington-----	M. J. Heyer-----	M. F. Allen-----	50,000.00	Laws 1901	Aug. 13, 1902	Sept. 1, 1902
129 Cabarrus Savings Bank, Concord-----	D. F. Connor-----	H. I. Woodhouse-----	50,000.00	Laws 1899	Sept. 26, 1899	Sept. 26, 1899
130 Citizens Savings Bank, Durham-----	J. S. Carr-----	W. W. Whitted-----	15,000.00	Laws 1899	Oct. 14, 1899	Oct. 25, 1899

131	Citizens Savings Bank, Kinston	N. J. Rouse	C. F. Harvey	50,000.00	Laws 1901	Apr. 25, 1901	June 17, 1901
132	Deposit and Savings Bank, North Wilkesboro	W. F. Trogden	H. O. Absher	10,000.00	Laws 1903	Feb. 25, 1903	Mar. 2, 1903
133	Fayetteville Savings and Trust Co., Fayetteville	W. L. Holt	C. J. Cooper	10,000.00	Laws 1901	July 1, 1901	July 16, 1901
134	Gaston Loan and Trust Co., Gastonia	W. T. Love	E. G. McLurel, Treas.	9,400.00	Laws 1903	April 6, 1903	April 11, 1903
135	Goldsboro Savings and Trust Co., Goldsboro	G. A. Norwood, Jr.	H. C. Smith	15,000.00	Laws 1903	Oct. 14, 1902	Oct. 20, 1902
136	Gastonia Savings Bank, Gastonia	L. L. Jenkins	L. L. Harden	5,700.00	-----	April 11, 1903	April 11, 1903
137	Granite Savings and Trust Co., Haw River	B. S. Robertson	J. A. Long	4,100.00	Laws 1903	Sept. 28, 1903	Oct. 3, 1903
138	Mechanics Dime Savings Bank, Raleigh	Chas. E. Johnson	Walters Durham	15,000.00	Laws 1895	Jan. 1, 1896	Jan. 1, 1896
139	Oxford Savings Bank, Oxford	E. T. White	H. G. Cooper	16,300.00	-----	-----	-----
140	Peoples Savings Bank, Wilmington	H. C. McQueen	F. W. Dick	30,000.00	Laws 1901	Mar. 23, 1900	April 2, 1900
141	Piedmont Savings Bank, Winston	J. F. Griffith	P. W. Crutchfield	10,600.00	Laws 1899	June 13, 1899	Feb. 1, 1900
142	Raleigh Savings Bank, Raleigh	John T. Pullen	J. O. Litchford	15,000.00	Laws 1885	May 14, 1887	May 14, 1887
143	Richmond County Savings Bank, Rockingham	W. L. Parsons	W. L. Scales	7,500.00	Laws 1901	Mar. 18, 1901	April 1, 1901
144	Rocky Mt. Savings and Trust Co., Rocky Mt.	T. H. Battle	F. P. Spruill	10,000.00	Laws 1903	Aug. 31, 1903	Nov. 2, 1903
145	Savings and Trust Co., Washington	B. G. Moss	J. B. Sparrow	12,500.00	Laws 1903	Feb. 10, 1903	Mar. 10, 1903
146	Savings, Loan and Trust Co., Monroe	R. B. Redwine	F. H. Wolfe	9,900.00	Laws 1903	Feb. 27, 1903	Mar. 12, 1903
147	Southern Loan and Savings Bank, Charlotte	P. M. Brown	F. J. Haywood, Jr.	25,000.00	Laws 1901	June 29, 1901	July 6, 1901
148	Wilmington Savings and Trust Co., Wilmington	J. W. Norwood	C. E. Taylor, Jr.	25,000.00	Laws 1888	Jan. 8, 1888	Feb. 24, 1888
149	Wilson Trust and Savings Co., Wilson	John F. Bruton	E. T. Barnes	10,000.00	Laws 1903	July 1, 1903	July 2, 1903

**BUILDING AND LOAN ASSOCIATIONS—ASSETS.**  
**CLOSE OF BUSINESS DECEMBER 31, 1903.**

Name and Address of Association.	Loans on Bond and Mortgage, Face Value.	Loans on Other Securities.	Real Estate.	Cash on Hand and in Bank.	Furniture and Fixtures.	Installments Due and Unpaid.	Other Assets.	Total.
Albemarle Building and Loan Association, Albemarle	\$ 1,313.00	\$	\$	\$ 109.00	\$	\$	\$ 68.75	\$ 1,990.75
Anson Building and Loan Association, Wadesboro	29,798.42			2,056.06			2,100.00	33,954.48
Cabarrus County Building, Loan and Savings Association, Concord.	42,355.00	4,666.00		937.67	18.10			47,976.77
Charlotte Building and Loan Association, Charlotte	44,100.00	168.72		53.17	50.00	583.75	557.50	45,513.14
Citizens Building and Loan Association, Lenoir	27,668.00			401.63		126.75	68.43	28,264.81
Citizens Building and Loan Association, Rutherfordton	1,050.00	80.00				132.89	3,874.05	5,136.94
Citizens Building and Loan Association, Wilmington	88,603.20	19,427.50	1,674.80	160.29	150.00		136.18	110,151.97
Clarendon Savings and Loan Association, Wilmington	33,234.60	4,065.30		211.76	50.00		96.51	37,658.17
Columbian Building and Loan Association, Richmond, Va.								
Concord Perpetual Building and Loan Association, Concord	52,023.00	2,632.00		959.96		443.25		56,058.21
Co-operative Building and Loan Association, Wilmington	36,220.00	6,924.00		282.08	75.00		23.55	43,524.63
Durham Building and Investment Company, Durham	3,105.00			18.05		344.50	139.70	3,607.25
Edgecombe Homestead and Loan Association, Tarboro	86,420.84	22,403.99		3,147.75			2,979.61	114,952.19
First Building and Loan Association, Hickory	29,555.50			489.11	50.00	250.13		30,354.74
First Building and Loan Association, Statesville	96,407.34			392.22	223.00	2,792.81		99,730.37
High Point Perpetual Building and Loan Association, High Point.	20,007.50	2,000.00		253.71		26.00	146.63	22,433.84
High Point Perpetual Building and Loan Association (Second Series).				434.06		8.00		442.06
Home Building and Loan Association, Washington	800.00			641.47				1,441.47
Kinston Building and Loan Association, Kinston	6,025.00			434.58		14.00		6,523.58
Lumberton Building and Loan Association, Lumberton.								

Maxton Building and Loan Association, Maxton	1,067.78	7,113.28	106.82	15.00	205.05	77.23	8,585.16
Mechanics and Investors Union, Raleigh	2,725.00	1,750.00	741.36	336.00			63,352.36
Mechanics Home Association, Wilmington	18,567.26		2,146.84	100.00		171.10	142,785.20
Mechanics Perpetual Building and Loan Association, Charlotte	2,555.00		7,787.38	1,186.34	3,703.00	12,203.22	438,859.94
Metropolitan Trust Company, Wilmington	1,147.00	400.00	255.80		434.32	11.70	8,383.82
Mutual Building and Loan Association, Charlotte	1,800.00		2,037.79	32.15	4,634.62	1,093.96	209,923.52
New Bern Building and Loan Association, New Bern	1,900.00		1,956.14		1,383.00		122,139.14
North Carolina Home Building Association, Wilmington	8,084.50		13.16	43.07		12.90	61,873.63
Series 1	35,000.00						46,801.42
" 2	29,150.00		31.42		13.00	10.50	31,821.29
" 3	40,225.00		147.79		127.00	75.25	45,427.25
" 4	25,975.00		32.30		33.00	667.07	26,707.37
People's Building and Loan Association, High Point							
People's Perpetual Building and Loan Association, Wilmington							
Perpetual Building and Loan Association, Monroe	43,950.00		1,695.82	50.00	615.25	214.16	51,525.23
Perpetual Building and Loan Association, Salisbury	31,554.40		14.25			533.70	32,102.35
Rocky Mount Homestead and Loan Association, Rocky Mount	4,650.00		137.77	62.50	15.00		4,865.27
Wilmington Homestead and Loan Association, Wilmington	66,032.70			99.91		116.56	71,376.64
Wilson Home and Loan Association, Wilson	74,075.00		925.84			100.00	77,756.09
Winston-Salem Building and Loan Association, Winston	86,780.10	1,991.19	1,147.42		3,465.09	5,122.83	98,506.63
Total	127,266.77	12,929.27	30,120.47	2,546.07	19,350.41	30,601.09	2,232,507.68

## BUILDING AND LOAN ASSOCIATIONS—LIABILITIES.

CLOSE OF BUSINESS DECEMBER 31, 1903.

Name and Address of Association.	Due Share- holders. In- stallments Paid.	Install- ments Paid in Advance.	Due Share- holders. Earnings Credited.	Due Share- holders. Earnings Not Credited.	Borrowed Money.	Balance to be Paid Out on Loans Made.	Surplus.	Other Liabili- ties.	Total.
Albemarle Building and Loan Association, Albemarle	\$ 1,825.25	\$	\$	\$ 21.50	\$	\$	\$	\$ 144.00	\$ 1,990.75
Anson Building and Loan Association, Wadesboro	33,954.48								33,954.48
Cabarrus County Building, Loan and Savings Association, Concord.	42,712.25			660.85			4,603.67		47,976.77
Charlotte Building and Loan Association, Charlotte	32,624.19	414.00	8,192.33	252.37	8,100.00			930.25	45,513.14
Citizens Building and Loan Association, Lenoir	18,609.70	8,424.57	1,230.54						28,264.81
Citizens Building and Loan Association, Rutherfordton	1,487.00			74.94				3,575.00	5,136.94
Citizens Building and Loan Association, Wilmington	92,153.00		11,626.74		6,150.00			222.23	110,151.97
Clarendon Savings and Loan Association, Wilmington	22,909.75				12,300.00		2,448.42		37,658.17
Concord Perpetual Building and Loan Association, Concord.	49,409.75	109.00		6,539.46					56,058.21
Co-operative Building and Loan Association, Wilmington	30,401.50			2,823.13	10,300.00				43,524.63
Durham Building and Investment Co., Durham	3,099.25	8.00			500.00				3,607.25
Edgecombe Homestead and Loan Association, Tarboro	91,584.50					8,485.92		14,881.77	114,952.19
First Building and Loan Association, Hickory	24,508.25	201.10		3,069.89	2,250.00	188.00		137.50	30,354.74
First Building and Loan Association, Statesville	72,350.50	539.74		9,614.39	1,000.00			16,225.74	99,730.37
High Point Perpetual Building and Loan Association, High Point.	8,442.00			468.13	13,523.71				22,433.84
High Point Perpetual Building and Loan Association (Second Series), Home Building and Loan Association, Washington	428.00			2.50				11.56	442.06
Kinston Building and Loan Association, Kinston	1,043.00			48.47		350.00			1,441.47
Lumberton Building and Loan Association, Lumberton	4,936.20	55.50	11.55	20.33	1,500.00				6,523.58
Maxton Building and Loan Association, Maxton	6,980.71			1,604.45					8,585.16

Mechanics and Investors Union, Raleigh	31,202.00	14,445.00			3,000.00	14,705.36		63,352.36
Mechanics Home Association, Wilmington	113,567.50		15,415.70		13,502.00		300.00	142,785.20
Mechanics Perpetual Building and Loan Association, Charlotte	370,158.25	10,031.50	42,009.93	784.26	200.00		15,676.00	438,859.94
Metropolitan Trust Co., Wilmington	6,068.40	33.00			700.00		1,582.42	8,383.82
Mutual Building and Loan Association, Charlotte	177,277.25	6,619.79	20,826.48		5,200.00			209,923.52
New Bern Building and Loan Association, New Bern	108,600.00				3,000.00	10,539.14		122,139.14
North Carolina Home Building Association, Wilmington	51,791.50		2,022.15		4,400.00	3,659.98		61,873.63
Series 1 {	39,566.00	124.00		6,711.42	400.00			46,801.42
" 2 {	19,455.00	1.00		3,465.29	8,900.00			31,821.29
" 3 {	17,066.00	10.00		995.16	27,350.00		6.09	45,427.25
" 4 {	4,340.00	10.00			21,729.27		628.10	26,707.37
People's Perpetual Building and Loan Association, Wilmington								
Perpetual Building and Loan Association, Monroe	25,433.00		2,747.82		22,515.00		829.41	51,525.23
Perpetual Building and Loan Association, Salisbury	17,081.10	120.90	968.14	381.46	13,471.48		79.27	32,102.35
Rocky Mount Homestead and Loan Association, Rocky Mount	3,411.00	85.00		69.27	400.00	900.00		4,865.27
Wilmington Homestead and Loan Association, Wilmington	47,837.50		5,515.85	227.06	17,727.60	68.63		71,376.64
Wilson Home and Loan Association, Wilson	65,501.25				5,000.00		7,254.84	77,756.09
Winston-Salem Building and Loan Association, Winston	56,198.50	90.00		9,810.63			32,407.50	98,506.63
Total	1,694,013.53	41,322.10	105,567.23	47,644.96	203,119.06	9,992.55	93,309.26	2,232,507.68

## BUILDING AND LOAN ASSOCIATIONS—OFFICERS AND ADDRESS.

Name of Association.	Home Office.	President.	Secretary
Albemarle Building and Loan Association	Albemarle	John C. Leslie	N. J. Harris.
Anson Building and Loan Association	Wadesboro	W. J. McLendon	Thos. A. Marshall.
Cabarrus County Building, Loan and Savings Association	Concord	W. R. Odell	J. M. Hendrix.
Charlotte Building and Loan Association	Charlotte	J. H. Van Ness, Jr.	E. L. Keesler.
Citizens Building and Loan Association	Lenoir	M. E. Shell	W. L. Minesh.
Citizens Building and Loan Association	Rutherfordton	C. L. Miller	A. L. Grayson.
Citizens Building and Loan Association	Wilmington	W. H. Chadbourn	John D. Bellamy, Jr.
Clarendon Savings and Loan Association	Wilmington	D. C. Love	S. P. Collier.
Columbian Building and Loan Association	Richmond, Va.	J. B. Pace	G. B. Mountcastle.
Concord Perpetual Building and Loan Association	Concord	Robert S. Young	H. I. Woodhouse.
Co-operative Building and Loan Association	Wilmington	William E. Worth	Thos. H. Wright.
Durham Building and Investment Co.	Durham	T. B. Fuller	Rev. J. C. Troy.
Edgecombe Homestead and Loan Association	Tarboro	M. L. Hussey	M. A. Curtis.
First Building and Loan Association	Hickory	G. H. Geitner	A. A. Yoder.
First Building and Loan Association	Statesville	J. C. Irvin	L. Harrill.
High Point Perpetual Building and Loan Association	High Point	J. P. Redding	C. M. Hauser.
Home Building and Loan Association	Washington	J. F. Buckman	John G. Bragaw, Jr.
Kinston Building and Loan Association	Kinston	R. C. Strong	Thos. H. Faulkner.
Maxton Building and Loan Association	Maxton	J. D. Croom	Thos. O. Evans.
Mechanics and Investors Union	Raleigh	John C. Drewry	Geo. Allen.
Mechanics Home Association	Wilmington	Nathaniel Jacobi	W. M. Cumming.
Mechanics Perpetual Building and Loan Association	Charlotte	S. Wittkowsky	R. E. Cochrane.
Metropolitan Trust Co.	Wilmington	John E. Taylor	Thomas Swett.

Mutual Building and Loan Association	Charlotte	P. M. Brown	A. G. Brenizer.
New Bern Building and Loan Association	New Bern	E. E. Foy	J. R. B. Carraway.
North Carolina Home Building Association	Wilmington	C. W. Yates	Frank H. Stedman.
People's Building and Loan Association	High Point	E. M. Armfield	J. A. Lindsay.
People's Perpetual Building and Loan Association	Wilmington	T. R. Mask	J. E. Taylor.
Perpetual Building and Loan Association	Monroe	J. R. English	B. C. Ashcroft.
Perpetual Building and Loan Association	Salisbury	W. L. Kluttz	F. J. Murdock.
Rocky Mount Homestead and Loan Association	Rocky Mount	R. H. Ricks	M. W. Nash.
Wilmington Homestead and Loan Association	Wilmington	J. C. Stevenson	C. C. Brown.
Wilson Home and Loan Association	Wilson	W. P. Wooten	Ernest Deans.
Winston-Salem Building and Loan Association	Winston	J. C. Buxton	G. A. Follin.

## TELEPHONE COMPANIES.

Name of Company.	Local Assess- ment.	Total Assess- ment.	Excess.	Capital Stock.
Albemarle Telephone Co.-----	\$ 2,000.00	\$ 4,000.00	\$ 2,000.00	\$ 4,000.00
American Telephone and Telegraph Co.-----	75,499.00	75,499.00	-----	15,000.00
Ashboro Telephone Co.-----	1,375.00	1,375.00	-----	1,250.00
Asheville Telephone Co.-----	25,000.00	25,000.00	-----	80,000.00
Alligator Telephone Co.-----	500.00	500.00	-----	1,000.00
Boiling Springs Telephone Co.-----	560.00	560.00	-----	1,000.00
Burke County Telephone Co.-----	2,500.00	2,500.00	-----	5,000.00
Camden Telephone Co.-----	-----	2,000.00	2,000.00	2,500.00
Carolina Telephone Co.-----	36,001.00	43,600.00	7,599.00	150,000.00
Carolina and Virginia Telephone Co.-----	21,700.00	21,700.00	-----	77,000.00
Carthage Telephone Co.-----	1,140.00	1,140.00	-----	1,200.00
Chapel Hill Telephone Co.-----	1,855.00	1,855.00	-----	2,500.00
Charlotte Telephone Co.-----	3,500.00	3,500.00	-----	30,000.00
Clinton and Dunn Telephone Co.-----	1,330.00	1,580.00	250.00	1,580.00
Columbus Telephone Co.-----	-----	7,000.00	7,000.00	25,000.00
Concord Telephone Co.-----	2,600.00	3,000.00	400.00	3,000.00
Edenton Telephone Co.-----	2,400.00	2,400.00	-----	1,500.00
Elizabeth City Telephone Co.-----	1,000.00	7,500.00	6,500.00	9,000.00
Ellenboro Telephone Co.-----	155.00	155.00	-----	560.00
Forest City Telephone Co.-----	1,350.00	1,625.00	275.00	1,625.00
Gaston Telephone Co.-----	1,946.80	1,946.80	-----	3,400.00
Hamlet Telephone Co.-----	1,600.00	1,600.00	-----	1,600.00
Hasty Telephone Co.-----	50.00	50.00	-----	100.00
Henderson Telephone Co.-----	50,000.00	60,000.00	10,000.00	80,000.00
Hertford County Telephone Co.-----	175.00	475.00	300.00	500.00
International Telephone Co.-----	1,500.00	2,000.00	500.00	5,000.00
Interstate Telephone and Telegraph Co.-----	33,623.12	33,623.12	-----	100,000.00
Lattimore Telephone Co.-----	525.00	675.00	150.00	1,350.00
Lenoir Electric Co.-----	1,800.00	2,940.00	1,140.00	4,200.00
Lexington Telephone Co.-----	1,500.00	1,500.00	-----	6,000.00
Lumberton Telephone Co.-----	1,810.00	3,000.00	1,190.00	3,000.00
Madison Telephone Co.-----	1,500.00	1,500.00	-----	1,000.00
Marion Telephone Co.-----	800.00	2,000.00	1,200.00	-----
Mebane-Ridgeville Telephone Co.-----	623.00	2,150.00	1,527.00	2,150.00
Mocksville Telephone Co.-----	1,135.00	1,135.00	-----	1,135.00

## CAPITAL STOCK, ETC.

Funded Debt.	Number of Business Phones.	Average Charge Per Annum.	Number of Residence Phones.	Average Charge Per Annum.	Gross Earnings.	Operating Expenses.	Income from Operation.	Pole Miles.	Miles of Wire.
\$ -----	60	\$18.00	31	\$12.00	\$ 1,860.00	\$ 1,150.00	\$ 710.00	65.00	154.00
-----	*	*	*	*	13,476.00	12,378.00	1,098.00	369.82	2,237.55
-----	30	18.00	25	12.00	850.00	625.00	225.00	65.00	50.00
30,000.00	420	23.50	700	15.50	20,245.43	21,745.09	-----	112.00	112.00
-----	5	*	-----	-----	16.00	16.00	-----	22.00	22.00
-----	8	-----	81	-----	65.00	75.00	-----	51.00	86.00
-----	-----	18.00	-----	12.00	-----	-----	-----	65.00	65.00
-----	*	*	*	*	370.00	60.00	310.00	28.00	56.00
7,000.00	719	24.00	798	15.00	-----	-----	-----	300.00	967.00
67,000.00	265	25.20	225	25.80	14,101.64	12,545.42	1,556.22	181.50	655.00
-----	18	18.00	10	16.80	-----	-----	-----	22.00	28.00
-----	14	24.00	43	15.24	1,296.76	1,034.29	262.47	14.00	44.00
-----	162	20.88	281	19.92	9,991.78	8,948.05	1,043.73	49.00	425.00
500.29	23	18.00	29	15.00	540.00	300.00	240.00	43.00	43.00
7,000.00	50	18.00	100	12.00	900.00	900.00	-----	175.00	350.00
1,100.00	120	16.80	145	10.80	-----	-----	-----	31.00	105.00
-----	40	24.00	33	12.00	1,459.80	766.20	693.60	21.00	45.00
-----	80	30.00	100	12.00	3,600.00	2,620.00	980.00	15.00	30.00
-----	-----	-----	60	-----	-----	144.00	-----	7.00	7.00
-----	22	12.00	75	12.00	1,140.26	505.13	635.13	35.00	71.00
-----	40	24.00	42	12.00	1,200.00	950.00	250.00	65.00	196.00
-----	41	18.00	39	18.00	1,097.45	735.50	361.95	-----	-----
-----	3	12.00	6	12.00	110.00	96.00	14.00	6.00	6.00
10,000.00	470	28.20	460	15.00	21,599.58	13,628.04	7,971.54	350.00	1,363.00
-----	*5	-----	-----	-----	97.00	20.00	77.00	26.00	26.00
-----	41	21.00	34	18.00	295.83	210.00	85.83	15.00	50.00
-----	953	30.00	1,053	18.00	46,375.85	36,240.74	10,135.11	298.75	1,785.30
-----	16	24.00	84	12.00	110.00	215.00	-----	82.50	82.50
-----	35	18.00	70	12.00	1,280.00	924.00	356.00	30.00	61.00
-----	38	24.00	27	12.00	1,107.30	996.63	110.67	5.00	5.00
-----	50	18.00	35	18.00	1,835.00	1,016.00	819.00	55.00	55.00
-----	10	24.00	4	24.00	300.00	200.00	100.00	22.00	22.00
-----	25	15.00	70	12.00	1,000.00	650.00	350.00	6.00	6.00
-----	15	*	40	*	90.00	35.00	55.00	89.00	89.00
-----	24	24.00	5	15.00	600.00	250.00	350.00	53.00	53.00

## TELEPHONE COMPANIES.

Name of Company.	Local Assess- ment.	Total Assess- ment.	Excess.	Capital Stock.
Monroe Telephone Co.-----	\$ 2,500.00	\$ 2,500.00	\$-----	\$ 1,650.00
Morehead City Telephone Co.-----	566.72	1,250.00	683.28	1,250.00
Mooresville Telephone Co.-----	3,882.50	3,882.50	-----	3,525.00
Mutual Telephone Co.-----	1,385.00	1,385.00	-----	1,975.00
Oconee Telephone Co.-----	250.00	500.00	250.00	10,000.00
Pamlico and Beaufort Telephone Co.-----	1,450.00	1,450.00	-----	1,450.00
Piedmont Telephone and Telegraph Co.-----	21,255.00	22,500.00	1,245.00	30,000.00
Pittsboro Telegraph and Telephone Co.-----	250.00	500.00	250.00	1,000.00
Polk County Telephone Co.-----	1,000.00	1,000.00	-----	5,000.00
Raleigh Telephone Co.-----	7,500.00	7,500.00	-----	20,000.00
Rutherfordton Telephone Co.-----	2,300.00	2,300.00	-----	1,000.00
Reidsville Telephone and Telegraph Co.-----	3,500.00	3,500.00	-----	6,500.00
Rich Square and Jackson Telephone Co.-----	146.00	146.00	-----	365.00
Salisbury Telephone Co.-----	10,000.00	13,500.00	3,500.00	20,000.00
Snow Hill and Farmville Telephone Co.-----	100.00	100.00	-----	-----
Southern Bell Telephone and Telegraph Co.-----	129,346.00	129,346.00	-----	1,000,000.00
Statesville Telephone Co.-----	2,075.00	4,000.00	1,925.00	7,000.00
Taylorsville Telephone Co.-----	333.00	600.00	267.00	-----
Thomasville Telephone Co.-----	1,755.00	1,755.00	-----	-----
Tyrrell County Telephone Co.-----	450.00	450.00	-----	450.00
Wadesboro Telephone Co.-----	2,400.00	2,400.00	-----	6,000.00
Washington County Telephone Co.-----	600.00	600.00	-----	650.00
Washington and Hyde County Telephone Co.-----	1,200.00	2,150.00	950.00	2,150.00
Washington and Aurora Telephone Co.-----	1,425.00	1,425.00	-----	1,425.00
Waynesville Telephone Co.-----	1,500.00	2,500.00	1,000.00	10,000.00
Williamston Telephone Co.-----	2,160.00	3,000.00	840.00	2,500.00
Total-----	478,382.14	531,323.42	52,941.28	1,756,040.00

## CAPITAL STOCK, ETC.—Continued.

Funded Debt.	Number of Business Phones.	Average Charge Per Annum.	Number of Residence Phones.	Average Charge Per Annum.	Gross Earnings.	Operating Expenses.	Income from Operation.	Pole Miles.	Miles of Wire.
\$-----	60	\$24.00	200	\$12.00	\$ 3,000.00	\$ 3,300.00	\$-----	-----	-----
-----	15	15.00	14	15.00	405.00	200.00	205.00	3.50	14.00
-----	34	18.00	47	12.00	1,469.38	1,100.00	369.38	28.00	80.00
-----	*	*	*	*	293.68	-----	-----	55.40	110.80
1,000.00	*	*	*	*	200.00	50.00	150.00	50.00	50.00
-----	†	-----	-----	-----	-----	-----	-----	51.50	60.00
-----	320	20.88	380	14.16	8,725.95	6,341.05	2,384.90	138.00	554.00
-----	-----	-----	-----	-----	189.81	50.00	139.81	11.00	11.00
300.00	20	18.00	23	12.00	-----	-----	-----	8.00	14.00
5,400.00	175	27.00	289	16.80	-----	-----	-----	-----	-----
-----	30	15.00	110	12.00	1,725.00	1,385.00	340.00	54.00	60.00
1,500.00	77	24.00	53	15.00	2,400.00	2,700.00	-----	85.00	115.00
-----	6	-----	-----	-----	75.00	15.00	60.00	21.00	21.00
11,000.00	160	18.00	163	24.00	6,774.00	4,752.00	2,022.00	234.00	234.00
100.00	-----	-----	4	-----	2.90	1.50	1.40	11.00	11.00
-----	1,356	23.88	1,677	23.88	73,406.10	66,093.58	7,312.52	695.00	3,811.00
-----	54	-----	160	-----	3,220.00	2,300.00	920.00	5.00	45.00
-----	6	12.00	5	6.00	-----	-----	-----	12.00	12.00
-----	30	15.00	32	12.00	908.00	504.00	404.00	15.00	55.00
-----	2	*	*	*	210.18	83.97	126.21	9.25	9.25
-----	70	16.80	50	12.00	1,875.00	1,390.00	485.00	33.00	63.00
120.00	6	*	*	*	252.00	546.30	-----	30.00	30.00
400.00	14	42.00	4	24.00	645.00	238.00	407.00	62.00	62.00
-----	6	24.00	15	15.00	32.50	25.00	7.50	35.00	35.00
-----	30	18.00	60	16.00	1,500.00	1,138.00	362.00	15.00	30.00
1,100.00	35	24.00	42	18.00	1,584.34	1,050.00	534.34	60.00	98.00
143,520.29	6,308	-----	8,033	-----	255,904.52	213,242.49	45,021.31	4,496.22	14,937.40

\* Toll line service only.

† Leased.

## TRAFFIC AND

Name of Road.	Number Passengers Carried Earning Revenue.	Number Passengers Carried One Mile.	Number Pas- sengers Carried One Mile per Mile of Road.
Atlantic Coast Line Railroad Co. -----	1,096,851	40,288,108	40,744
Seaboard Air Line Railway -----	523,125	24,532,419	39,220
Southern Railway—owned lines -----	1,011,183	36,008,391	50,771
Southern Railway—leased lines—			
Atlanta and Charlotte Air Line -----	212,346	6,235,643	144,477
Atlantic and Yadkin -----	110,137	2,994,512	18,135
High Point, Randleman, Ashboro and Southern -----	33,680	629,091	23,474
North Carolina -----	802,333	34,760,153	154,944
North Carolina Midland -----	58,676	1,348,515	25,196
Carolina Division -----	174,184	4,016,740	37,876
State University -----	19,935	196,398	19,255
Yadkin -----	37,142	626,532	14,337
Total leased lines -----	1,448,433	50,807,584	-----
Total owned and leased -----	2,459,616	86,815,975	-----
MISCELLANEOUS ROADS—			
Atlantic and North Carolina -----	144,279	3,897,958	-----
Cape Fear and Northern -----	5,725	74,390	3,719
Carolina Northern -----	9,693	147,798	3,673
Carolina and North Western -----	53,615	1,173,716	13,525
Norfolk and Western -----	97,771	1,913,921	21,308
Suffolk and Carolina -----	24,100	405,562	10,961
Transylvania -----	28,019	494,886	16,036
Total -----	363,202	8,108,231	-----
Total all lines -----	4,442,794	159,744,733	-----

## MILEAGE STATISTICS.

Average Dis- tance Carried.	Total Passenger Revenue.	Average Amount Re- ceived from Each Passenger.			Average Receipts per Passenger per Mile.			Total Passenger Earnings.	Passenger Earnings per Mile of Road.	Passenger Earnings per Train Mile.			
		Dolls.	Cts.	Mills.	Dolls.	Cts.	Mills.			Dolls.	Cts.	Mills.	
36.73	\$ 990,268.97	-----	90	201	-----	02	458	\$ 1,277,068.15	\$1,292.48	-----	-----	-----	
46.90	560,909.46	-----	1	07	-----	02	286	710,452.67	1,135.80	-----	76	520	
35.61	866,994.93	-----	85	741	-----	02	408	1,080,324.85	1,523.24	-----	1	15	904
29.37	150,675.98	-----	70	958	-----	02	416	209,303.94	4,849.49	-----	1	42	709
27.19	76,057.68	-----	69	057	-----	02	540	98,689.80	597.69	-----	90	646	
18.68	16,757.26	-----	49	754	-----	02	664	22,403.84	835.96	-----	87	141	
43.32	814,111.02	-----	1	01	-----	02	342	1,064,310.13	4,744.18	-----	1	42	017
22.98	35,526.44	-----	60	547	-----	02	634	43,228.93	807.72	-----	56	406	
23.06	102,940.59	-----	59	099	-----	02	563	125,492.48	1,183.33	-----	92	137	
9.85	5,171.43	-----	25	941	-----	02	633	6,241.13	611.88	-----	79	239	
16.57	17,266.54	-----	46	488	-----	02	756	20,977.26	480.03	-----	64	887	
-----	1,218,506.94	-----	-----	-----	-----	-----	-----	1,590,647.51	-----	-----	-----	-----	
-----	2,085,501.87	-----	-----	-----	-----	02	402	2,670,972.36	-----	-----	-----	-----	
27.00	98,013.52	-----	67	933	-----	02	514	125,608.73	1,322.20	-----	1	-----	613
12.99	2,859.83	-----	49	953	-----	03	840	3,725.95	186.29	-----	19	771	
15.00	4,292.91	-----	44	290	-----	02	904	5,580.32	268.80	-----	20	410	
21.88	30,565.21	-----	57	009	-----	02	604	37,617.65	521.47	-----	31	694	
19.58	54,077.89	-----	55	311	-----	02	826	62,139.71	691.82	-----	59	060	
16.82	11,868.98	-----	49	249	-----	02	937	13,294.89	366.51	-----	31	372	
17.66	15,499.05	-----	55	316	-----	03	131	19,872.26	643.74	-----	77	492	
-----	217,177.39	-----	-----	-----	-----	-----	-----	267,839.51	-----	-----	-----	-----	
-----	3,853,857.69	-----	86	7	-----	02	412	4,926,332.69	-----	-----	-----	-----	

## EMPLOYEES AND DAILY

Name of Road.	General Officers.		Other Officers.		General Office Clerks.	
	No.	Average Daily Wages.	No.	Average Wages.	No.	Average Wages.
Atlantic Coast Line Railroad -----	28	\$ 10.75	141	\$ 5.15	437	\$ 1.69
Seaboard Air Line Railway -----	4	16.62	8	7.46	108	2.02
Southern Railway -----			83	2.73		
MISCELLANEOUS ROADS—						
Aberdeen and Ashboro -----	4	3.20			2	3.22
Aberdeen and Rockfish -----	2	2.56	3	1.59		
Atlanta, Knoxville and Northern -----						
Atlantic and North Carolina -----	4	4.22	3	3.28	7	1.37
Caldwell and Northern -----						
Cape Fear and Northern -----	5	4.77			2	2.09
Carolina Northern -----	4	3.63			3	1.38
Carolina and Northwestern -----	5	4.40	3	3.05	7	1.42
Carthage -----	1	5.00			1	.96
Cashie and Chowan -----						
Chowan and Aulander -----						
Danville and Western -----						
Durham and Charlotte -----	2	2.40			1	.96
East Carolina -----	1	8.00				
East Tennessee and Western North Carolina. Lawndale -----						
Linville River -----						
Mount Airy and Eastern -----						
New Hanover Transit Co. -----						
Norfolk and Southern -----	7	8.84	8	4.59	41	1.77
Norfolk and Western -----	6	4.00			15	1.94
Northampton and Hertford -----	6					
Raleigh and Cape Fear -----	1	4.79			1	1.00
Raleigh and Western -----	2		1	1.64		
Red Springs and Bowmore -----						
South and Western -----	5	3.31	1	4.11	5	2.25
Suffolk and Carolina -----	11	4.14	1	2.16	2	1.15
Transylvania -----	2	2.50			1	1.00
Warrenton -----						
Washington and Plymouth -----	3		1	3.00		
Wellington and Powellsville -----	5					
Total -----	108		253		633	

## AVERAGE COMPENSATION.

Station Agents.		Other Station Men.		Enginemmen.		Firemen.		Conductors.		Other Trainmen.	
No.	Average Wages.	No.	Average Wages.	No.	Average Wages.	No.	Average Wages.	No.	Average Wages.	No.	Average Wages.
169	\$ 1.50	901	\$ .52	143	\$ 3.89	169	\$ 1.31	94	\$ 2.81	301	\$ .85
131	1.66	156	1.25	99	4.39	161	1.65	71	2.97	185	1.15
149	1.97	780	.75	180	4.18	188	1.86	132	3.13	317	1.69
12	1.50	10	1.00	5	3.00	5	1.75	5	2.50	15	1.00
2	1.05	-----	-----	3	1.55	2	.76	1	1.52	5	.75
18	.85	17	1.12	12	2.93	12	.83	4	2.00	14	.88
5	.36	1	.31	1	2.50	1	.80	1	2.00	2	.75
4	.92	-----	-----	2	1.91	2	.88	2	1.50	3	.73
14	.94	34	.45	8	3.26	8	1.28	7	2.69	20	.93
2	.97	1	.57	1	1.92	1	.96	1	1.92	2	.75
8	.56	-----	-----	2	1.10	2	.70	1	.96	3	.70
3	1.17	-----	-----	2	3.25	1	1.00	1	1.50	2	.80
45	1.08	46	1.32	17	2.77	16	1.35	11	2.57	27	1.26
16	1.82	17	1.13	56	4.35	60	2.34	7	4.15	19	2.39
1	.95	-----	-----	1	1.50	1	.89	1	1.91	4	.80
5	.57	2	.89	2	2.00	2	1.00	1	1.91	3	.80
1	.62	1	.28	1	1.82	1	.96	-----	-----	1	.70
10	1.45	-----	-----	3	2.60	3	1.70	2	2.60	5	1.40
19	.80	6	.50	5	2.50	6	1.00	4	2.00	6	1.00
15	.65	-----	-----	1	2.40	1	1.00	1	1.50	3	1.11
3	1.25	2	1.00	2	2.00	2	1.00	2	2.00	3	1.00
4	-----	3	-----	3	-----	3	-----	1	-----	3	-----
637	-----	1,977	-----	549	-----	647	-----	350	-----	943	-----

## EMPLOYEES AND DAILY

Name of Road.	Machinists.		Carpenters.		Other Shopmen.	
	No.	Average Wages.	No.	Average Wages.	No.	Average Wages.
Atlantic Coast Line Railroad-----	49	\$ 2.55	105	\$ 1.44	474	\$ 1.36
Seaboard Air Line Railway-----	102	2.29	35	2.10	314	1.55
Southern Railway-----	132	2.77	277	1.52	527	1.35
MISCELLANEOUS ROADS--						
Aberdeen and Ashboro-----	3	2.75	2	2.50	4	1.50
Aberdeen and Rockfish-----	1	2.50	1	1.25	1	.75
Atlanta, Knoxville and Northern-----						
Atlantic and North Carolina-----	6	2.25	14	1.43	43	.96
Caldwell and Northern-----						
Cape Fear and Northern-----						
Carolina Northern-----						
Carolina and Northwestern-----	6	2.49	7	1.86	20	1.17
Carthage-----						
Cashie and Chowan-----						
Chowan and Aulander-----						
Danville and Western-----						
Durham and Charlotte-----	2	1.50				
East Carolina-----	1	3.00				
East Tennessee and Western North Carolina. Lawndale-----						
Linville River-----						
Mount Airy and Eastern-----						
New Hanover Transit Co.-----						
Norfolk and Southern-----	38	2.01	31	1.93	36	1.22
Norfolk and Western-----			7	1.90	10	1.52
Northampton and Hertford-----						
Raleigh and Cape Fear-----						
Raleigh and Western-----			1	1.10	1	1.75
Red Springs and Bowmore-----						
South and Western-----	3	1.87	10	1.25		
Suffolk and Carolina-----	2	1.55	3	1.87	2	1.00
Transylvania-----						
Warrenton-----						
Washington and Plymouth-----					1	1.25
Wellington and Powellsville-----	1		1		2	
Total-----	346		494		1,435	

## AVERAGE COMPENSATION—Continued.

Section Foremen.		Other Trackmen.		Switch, Flag and Watchmen.		Telegraph Operators.		Other Employees.		Total Officers and Employees.
No.	Average Wages.	No.	Average Wages.	No.	Average Wages.	No.	Average Wages.	No.	Average Wages.	
132	\$ 1.43	780	\$ .53	218	\$ 1.10	97	\$ 1.33	541	\$ .85	4,779
104	1.79	923	.92	86	1.33	93	1.65	200	1.43	2,780
204	1.33	1,352	.80	201	1.61	130	1.87	149	.70	4,801
9	1.50	40	.80	-----	-----	-----	-----	-----	-----	116
3	1.33	15	.75	-----	-----	-----	-----	1	.82	40
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	61
9	1.17	54	.75	9	.83	3	.78	31	.80	260
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	10
2	1.33	6	.75	-----	-----	-----	-----	-----	-----	26
2	1.34	6	.83	-----	-----	-----	-----	-----	-----	23
14	1.38	42	.77	1	.61	7	1.04	13	.60	*216
2	1.35	8	.75	-----	-----	-----	-----	-----	-----	21
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	31
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	6
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	22
3	1.15	15	.70	-----	-----	-----	-----	2	.70	41
3	1.17	18	.75	-----	-----	-----	-----	-----	-----	32
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	8
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	8
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	25
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	30
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	3
20	1.46	122	1.02	31	1.21	2	3.19	26	1.45	*524
12	1.46	110	1.05	-----	-----	3	1.51	36	1.62	374
1	1.50	9	.85	-----	-----	-----	-----	-----	-----	24
2	1.43	8	.80	-----	-----	-----	-----	-----	-----	27
1	1.34	5	.65	1	.33	-----	-----	-----	-----	17
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	14
10	1.32	60	1.00	-----	-----	-----	-----	-----	-----	117
5	1.60	25	1.00	2	1.00	-----	-----	-----	-----	99
3	1.00	12	.73	-----	-----	-----	-----	-----	-----	39
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	6
2	2.00	9	1.00	-----	-----	-----	-----	-----	-----	30
2	-----	8	-----	1	-----	-----	-----	-----	-----	37
545	-----	3,627	-----	550	-----	335	-----	999	-----	14,652

\*Entire road.

## COST OF ROAD, CAPITAL STOCK.

Name of Road.	Cost of Road.	Capital Stock.	Funded Debt.
Atlantic Coast Line Railroad Co. -----	\$31,246,147.92	\$ 9,426,912.00	\$ 17,818,827.00
Seaboard Air Line Railroad Co.-----	9,560,442.40	15,246,891.00	13,453,293.00
Southern Railway—owned lines-----	34,124,799.94	21,782,235.00	18,720,009.00
Southern Railway—leased lines—			
Atlanta and Charlotte Air Line-----	1,162,559.00	274,497.60	888,060.16
Atlantic and Danville-----	528,371.00	272,725.00	312,952.00
Atlantic and Yadkin-----	2,500,000.00	1,000,000.00	1,500,000.00
High Point, Randleman, Ashboro and Southern-----	652,522.79	250,000.00	402,000.00
North Carolina-----	4,975,627.53	400,000.00	-----
North Carolina Midland-----	1,745,924.26	924,000.00	801,000.00
North and South Carolina -----	112,211.08	50,000.00	-----
Carolina Division-----	2,312,441.46	619,862.25	1,686,195.00
State University -----	31,659.75	31,300.00	-----
Yadkin-----	1,254,894.12	625,000.00	615,000.00
Southern Railway (interest in Raleigh Station)-----			
Total leased lines-----	15,276,210.99	4,447,384.85	6,205,207.16
Total (all lines) -----	49,401,010.93	26,229,619.85	24,925,216.16
Grand total -----	90,207,601.25	50,903,422.85	56,197,336.16
MISCELLANEOUS ROADS—			
Aberdeen and Ashboro-----	415,242.56	250,000.00	74,000.00
Aberdeen and Rockfish -----	170,997.79	100,000.00	80,000.00
Atlanta, Knoxville and Northern-----	344,739.60	258,554.70	86,184.90
Atlantic and North Carolina-----	2,177,027.98	1,797,200.00	325,000.00
Atlantic and Western-----	18,000.00	5,400.00	12,500.00
Caldwell and Northern -----	83,884.03	89,200.00	-----
Cape Fear and Northern-----	225,597.98	100,000.00	-----
Carolina and Northern-----	519,928.59	257,951.72	257,951.72
Carolina and Northwestern-----	92,283.50	203,227.00	261,435.00
Carthage-----	79,400.00	16,050.00	-----
Cashie and Chowan-----	17,500.00	100,000.00	-----
Chowan and Aulander -----	30,000.00	30,000.00	-----
Danville and Western-----	145,217.00	37,808.00	107,896.00
Durham and Charlotte-----	163,851.39	-----	-----
East Carolina-----	108,000.00	55,000.00	60,500.00
East Tennessee and Western North Carolina-----	71,010.03	48,570.00	24,195.00
Lawndale-----	5,777.00	-----	-----
Linville River-----	120,000.00	60,000.00	60,000.00

## FUNDED DEBT, ETC.—North Carolina.

Capital Stock Per Mile.	Funded Debt Per Mile.	Assessed Valuation.	Assessed Valuation Per Mile.	Taxes Paid.	Taxes Paid Per Mile.	Miles.
\$ 9,600.00	\$ 18,146.00	\$ 24,454,014.00	\$ 25,800.00	\$ 168,901.20	\$ 178.20	947.83
24,469.00	21,590.00	12,500,000.00	20,420.00	103,410.39	168.94	612.12
37,010.00	31,807.00	14,735,250.00	25,000.00	84,721.27	143.74	589.41
6,360.00	20,576.00	1,295,700.00	30,020.82	11,433.86	264.73	43.19
12,396.00	14,225.00	220,000.00	10,000.00	1,696.62	77.12	22.00
6,056.00	9,084.00	1,610,800.00	10,000.00	14,471.50	89.80	161.08
9,328.00	15,000.00	267,800.00	10,000.00	1,300.66	48.57	26.78
1,792.11	-----	6,680,000.00	29,923.31	51,732.83	231.77	223.20
17,232.00	14,940.00	535,100.00	10,000.00	1,420.19	26.54	53.51
11,235.00	-----	11,190.00	3,000.00	40.73	10.92	3.73
5,845.00	15,900.00	714,700.00	6,773.12	9,539.80	90.41	105.52
3,069.00	-----	25,049.00	2,470.31	286.50	28.24	10.14
14,302.00	14,073.00	205,000.00	5,000.00	1,310.68	31.94	41.00
-----	-----	10,000.00	-----	-----	-----	-----
6,444.08	8,991.10	11,575,339.00	16,772.21	93,233.37	135.09	690.15
20,498.93	19,479.52	26,310,589.00	20,562.22	177,954.64	139.08	1,279.56
17,926.83	19,791.21	63,264,603.00	22,280.11	450,266.23	158.57	2,839.51
3,105.59	967.25	330,000.00	4,081.63	2,570.00	31.78	80.85
2,272.72	1,818.18	180,000.00	4,090.99	905.54	20.58	44.00
19,737.00	6,579.00	65,500.00	5,000.00	700.00	53.43	13.10
13,918.00	3,421.00	774,300.00	8,150.52	11,094.63	116.78	95.00
2,700.00	6,250.00	-----	-----	-----	-----	-----
8,415.09	-----	49,557.00	4,675.19	236.30	22.29	10.60
5,000.00	-----	143,800.00	4,000.00	442.42	12.30	35.95
12,425.00	12,425.00	83,040.00	4,000.00	448.69	21.61	20.76
3,202.00	4,117.00	508,000.00	8,000.00	2,089.51	32.92	63.50
857.56	-----	50,000.00	2,702.70	461.73	24.95	18.50
14,285.71	-----	26,720.00	3,817.14	387.05	55.35	7.00
-----	-----	30,000.00	1,250.00	240.00	10.00	24.00
4,726.00	13,487.00	32,000.00	3,878.78	310.00	37.57	8.25
-----	-----	100,000.00	2,962.96	618.64	18.33	33.75
-----	-----	49,044.00	2,000.16	293.39	11.97	24.52
16,190.00	8,065.00	20,000.00	6,666.66	181.01	60.34	3.00
-----	-----	21,000.00	2,333.33	190.00	21.11	9.00
5,000.00	5,000.00	30,000.00	2,500.00	236.09	19.67	12.00

## COST OF ROAD, CAPITAL STOCK,

Name of Road.	Cost of Road.	Capital Stock.	Funded Debt.
MISCELLANEOUS ROADS—Continued.			
Mount Airy and Eastern-----	\$ 25,990.00	\$ 25,990.00	\$ 8,349.60
New Hanover Transit Co.-----	4,500.00	8,850.00	-----
Norfolk and Southern-----	1,991,289.18	1,091,316.00	753,008.00
Norfolk and Western-----	3,008,054.01	4,514,691.00	2,845,799.00
Northampton and Hertford-----	28,511.00	45,000.00	-----
Oxford and Coast Line-----	45,000.00	5,700.00	25,000.00
Raleigh and Cape Fear-----	462,521.66	310,000.00	132,000.00
Raleigh and Western-----	324,339.61	127,500.00	108,000.00
Red Springs and Bowmore-----	34,200.00	-----	-----
South and Western-----	700,000.00	100,000.00	600,000.00
Suffolk and Carolina-----	630,500.72	284,604.00	295,297.00
Transylvania-----	160,000.00	320,000.00	341,000.00
Warrenton-----	12,300.60	12,300.00	5,000.00
Washington and Plymouth-----	100,000.00	200,000.00	100,000.00
Wellington and Powellsville-----	166,591.03	90,000.00	-----
Total miscellaneous roads-----	12,482,254.66	10,544,912.42	6,563,116.22
Grand total—all roads-----	102,689,855.91	61,448,335.27	62,760,452.38

## FUNDED DEBT, ETC.—North Carolina—Continued.

Capital Stock Per Mile.	Funded Debt Per Mile.	Assessed Valuation.	Assessed Valuation Per Mile.	Taxes Paid.	Taxes Paid Per Mile.	Miles.
\$ 5,198.00	\$ 1,669.92	\$ 10,000.00	\$ 2,000.00	\$ 95.00	\$ 19.00	5.00
2,212.50	-----	7,500.00	1,875.00	81.00	20.25	4.00
13,186.52	9,098.70	1,500,000.00	18,124.69	10,162.59	122.79	82.76
51,691.00	32,583.00	1,239,354.00	14,190.00	7,379.73	84.49	87.34
5,000.00	-----	30,000.00	3,333.33	151.88	16.87	9.00
-----	-----	25,000.00	5,543.24	-----	-----	4.51
9,841.27	4,190.48	175,000.00	7,291.66	359.06	15.00	24.00
15,937.00	13,500.00	25,000.00	3,125.00	211.71	26.47	8.00
-----	-----	23,500.00	1,236.84	97.75	5.14	19.00
2,564.10	15,384.61	150,000.00	4,189.94	1,608.98	44.94	35.80
7,692.00	7,981.00	185,000.00	5,000.00	696.39	18.82	37.03
10,366.00	11,046.00	154,350.00	5,000.00	1,005.64	32.56	30.87
4,100.00	1,666.66	9,440.00	3,146.66	86.03	28.67	3.00
6,000.00	3,000.00	55,350.00	1,663.16	448.00	13.46	33.28
3,750.00	-----	54,000.00	2,250.00	432.00	18.00	24.00
11,570.39	7,201.37	6,136,455.00	6,733.22	44,220.76	48.52	911.37
16,382.37	16,732.20	69,401,058.00	18,502.61	494,486.99	131.84	3,750.88

## RECAPITULATION OF EARNINGS.

Name of Road.	Gross Earnings from Operation.	Operating Expenses.	Income from Operation.	Income from Other Sources.	Gross Income from all Sources.	Earnings from Operation Per Mile of Road.	Operating Expenses Per Mile of Road.
Atlantic Coast Line Railroad Co.-----	\$ 4,867,957.49	\$ 2,924,840.86	\$ 1,943,116.63		\$ 1,943,116.63	\$ 4,926.73	\$ 2,960.15
Seaboard Air Line Railroad Co.-----	2,982,117.10	1,963,692.67	1,018,424.43		1,018,424.43	4,767.50	3,139.35
Southern Railway—owned lines-----	4,078,042.71	2,506,862.60	1,571,180.11		1,571,180.11	5,749.95	3,534.63
Southern Railway—leased lines-----							
Atlanta and Charlotte Air Line-----	513,570.90	326,148.27	187,422.63		187,422.63	11,899.23	7,556.73
Atlantic and Danville-----	56,073.24	46,484.32	9,588.92		9,588.92	2,548.78	2,112.92
Atlantic and Yadkin-----	407,276.30	237,437.88	169,838.42		169,838.42	2,466.55	1,437.97
High Point, Randleman, Ashboro and Southern	90,071.07	53,783.76	36,287.31		36,287.31	3,398.17	2,006.86
North Carolina-----	2,890,542.41	1,960,159.25	870,383.16		870,383.16	12,617.20	8,737.45
North Carolina Midland-----	260,150.28	165,115.70	95,034.58		95,034.58	4,860.80	3,085.12
North and South Carolina-----	1,160.02	902.86	257.16		257.16	311.00	242.05
Carolina Division-----	387,168.85	483,385.59	96,216.74		96,216.74	3,650.81	4,558.09
State University-----	14,282.64	14,364.29	81.75		81.75	1,400.26	1,436.36
Yadkin-----	83,845.79	51,562.29	32,283.50		32,283.50	1,918.67	1,179.92
Total leased lines-----	4,644,141.50	3,339,344.31	1,304,797.19		1,304,797.19		
Total owned and leased-----	8,722,184.21	5,846,206.91	2,875,977.30		2,875,977.30		
Grand total-----	16,572,258.80	10,734,740.44	5,837,518.36		5,837,518.36		
MISCELLANEOUS ROADS-----							
Aberdeen and Ashboro-----	134,450.72	78,974.02	55,476.70		55,476.70	1,670.19	981.04
Aberdeen and Rockfish-----	69,318.22	24,772.73	44,545.49		44,545.49	1,611.22	563.02
Atlantic, Knoxville and Northern-----	40,570.70	33,064.40	7,506.30		7,506.30	3,097.00	2,524.00

# RECAPITULATION OF EARNINGS.

607

Atlantic and North Carolina	304,107.59	195,562.13	108,545.46	108,545.46	3,201.13	2,058.49
Caldwell and Northern	11,106.26	6,071.31	5,034.35	5,034.35	1,047.75	572.76
Cape Fear and Northern	19,772.41	10,325.39	9,447.02	9,447.02	988.62	516.26
Carolina Northern	30,037.14	15,630.30	14,406.84	14,406.84	1,446.87	752.90
Carolina and Northwestern	127,988.26	87,143.60	40,844.66	40,844.66	1,774.21	1,208.01
Carthage	20,775.08	10,416.50	10,358.58	10,358.58	1,122.97	549.64
Cashie and Chowan	68,707.03	56,587.21	12,119.82	12,119.82	5,285.16	4,352.86
Chowan and Aulander	19,331.73	23,864.54	4,532.81	4,532.81	805.49	994.36
Danville and Western	15,347.12	10,376.80	4,970.32	4,970.32	1,918.40	1,297.10
Durham and Charlotte	16,535.02	16,284.90	250.12	250.12	489.93	482.52
East Carolina	36,495.55	33,283.13	3,212.43	3,212.43	1,493.70	1,358.40
East Tennessee and Western North Carolina	12,969.87	8,473.02	4,496.85	4,496.85	4,323.29	2,824.34
Lawndale	10,185.77	5,784.37	4,401.40	4,401.40	1,131.86	489.05
Linville River	35,454.93	19,970.58	15,484.35	15,484.35	2,954.58	1,694.22
Mount Airy and Eastern	1,948.85	1,781.60	167.25	167.25	389.77	356.32
New Hanover Transit Co.	1,292.90	1,667.79	374.89	374.89	323.22	416.95
Norfolk and Southern	432,550.93	326,603.23	105,947.70	105,947.70	5,226.57	3,946.39
Norfolk and Western	322,717.72	235,074.10	87,643.62	87,643.62	3,592.94	2,617.17
Northampton and Hertford	10,219.60	4,966.38	5,253.22	5,253.22	1,135.51	551.82
Oxford and Coast Line						
Raleigh and Cape Fear	36,687.69	18,223.06	18,464.63	18,464.63	1,747.03	867.76
Raleigh and Western	9,616.23	5,942.53	3,673.70	3,673.70	1,202.02	742.81
Red Springs and Bowmore	4,401.00	4,007.00	394.00	394.00	231.63	210.90
South and Western	62,807.08	55,806.55	7,000.53	7,000.53	1,336.78	1,187.37
Suffolk and Carolina	68,722.32	35,982.01	32,740.31	32,740.31	1,992.16	992.89
Transylvania	42,387.89	21,434.06	20,953.83	20,953.83	1,373.11	694.33

## RECAPITULATION OF EARNINGS—Continued.

Name of Road.	Gross Earnings from Operation.	Operating Expenses.	Income from Operation.	Income from Other Sources.	Gross Income from all Sources.	Earnings from Operation Per Mile of Road.	Operating Expenses Per Mile of Road.
MISCELLANEOUS ROADS—Continued.							
Warrenton-----	\$ 4,932.01	\$ 4,261.29	\$ 670.72	-----	\$ 670.72	\$ 1,644.00	\$ 1,430.42
Washington and Plymouth-----	29,667.96	28,851.47	816.49	-----	816.49	890.92	866.41
Wellington and Powellsville-----	37,451.00	21,051.08	16,399.92	-----	16,399.92	1,352.12	1,152.12
Total—miscellaneous roads-----	2,038,556.59	1,402,237.08	636,319.51	-----	636,319.51	-----	-----
Grand total—all roads-----	18,610,815.39	12,136,977.52	6,473,837.87	-----	6,473,837.87	-----	-----

## STREET RAILWAY COMPANIES.

Name of Company.	Main Line Mile- age.	Sid- ings.	Capital Stock.	Funded Debt.	Gross Earnings.	Operating Expenses.	Income from Operation.	Income from all Sources.	Number Passen- gers Carried.	Passen- gers Carried Per Mile of Track.
Asheville and Craggy Mountain Railway Co.	4.15	.60	\$ 24,200	\$ 56,000	\$ 6,398.41	\$13,223.35	\$*6,914.94	\$-----	52,173	-----
Asheville Electric Co.	12.27	-----	522,900	504,000	152,895.76	128,949.06	23,946.70	23,946.70	2,088,631	174,053
Charlotte Consolidated Construction Co.	8.00	.50	200,000	350,000	160,278.61	123,401.17	36,877.44	36,877.44	1,250,899	147,164
Consolidated Railways, Light and Power Co.	16.45	1.08	400,000	400,000	139,763.31	91,222.68	48,540.63	48,540.63	1,677,705	82,840
Greensboro Electric Co.†	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Pinehurst Railroad Co.	7.00	-----	15,000	-----	5,480.59	7,202.49	*1,721.90	-----	-----	-----
The Durham Traction Co.	5.90	.30	500,000	400,000	87,874.73	67,987.03	19,887.70	19,887.70	1,026,348	-----
The Fries Manufacturing and Power Co.	6.11	3.02	674,600	456,000	113,486.85	74,939.42	38,547.43	38,547.43	968,326	106,070
The Raleigh Electric Co.	4.00	.25	58,800	58,500	56,889.69	48,912.14	7,977.55	7,977.55	600,000	150,000

\* Deficit.

† This company failed to make a report.

## ACCIDENTS TO PERSONS.

Name of Road.	Resulting from the Movement of Trains.								Total.		Other Causes than Movement of Trains—Employees.	
	Passengers.		Employees.		Trespassing.		Not Trespassing.					
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Atlantic Coast Line Railroad -----	3	34	4	125	13	41	-----	-----	20	200	-----	204
SOUTHERN RAILWAY -												
Southern Railway -----	2	30	8	95	13	32	-----	7	23	164	-----	323
Asheville and Spartanburg and South Carolina and Georgia Division.	-----	5	1	20	1	1	-----	1	2	27	-----	8
Atlanta and Charlotte Air Line -----	-----	3	1	18	2	3	-----	1	3	25	-----	9
Atlantic and Yadkin-----	-----	3	1	14	-----	6	-----	-----	1	23	-----	14
North Carolina Midland -----	-----	-----	-----	4	-----	1	-----	1	-----	6	-----	1
North Carolina -----	-----	74	13	125	19	26	2	5	34	230	-----	101
North and South Carolina -----	-----	-----	-----	3	-----	-----	-----	-----	-----	3	-----	-----
High Point, Randleman, Ashboro and Southern.	-----	-----	-----	5	-----	-----	-----	-----	-----	5	-----	5
State University-----	-----	-----	-----	1	-----	-----	-----	-----	-----	1	-----	1
Yadkin -----	-----	4	-----	5	-----	-----	-----	-----	-----	9	-----	1
Total -----	2	119	24	290	35	69	2	15	63	493	-----	463
SEABOARD AIR LINE--												
Seaboard Air Line Railway -----	-----	20	13	137	9	14	10	15	32	186	1	77
MISCELLANEOUS ROADS -												
Atlantic and North Carolina -----	-----	1	-----	4	1	2	-----	-----	1	7	-----	-----
Carolina and Northwestern -----	-----	1	-----	3	3	1	-----	-----	3	5	-----	-----

Norfolk and Southern .....							2			1		3		
Norfolk and Western .....		1	1	12			1			1	1	15		3
Pennsylvania .....							1					1		
Total .....		3	1	19		4	7			2	5	31		3
Grand total .....	5	176	42	571	61	131	12	32	120	910	1	747		



## GENERAL INDEX.

COMPLAINTS AND DECISIONS, SEE PAGES 189 TO 251, INCLUSIVE.

	PAGE.
Act—Corporation Commission.....	1
Supplementary Acts, etc.....	23
Aberdeen and Ashboro Railroad—assessment of.....	263
report of.....	481
tariff .....	95
Aberdeen and Rock Fish Railroad—assessment of.....	263
report of.....	484
tariff .....	96
Accidents .....	610
Assessment—bridge and canal companies.....	275
express companies.....	299
electric light companies.....	271
railroad companies.....	262
refrigerator car companies.....	276
street railway companies.....	272
steamboat companies.....	274
sleeping car companies.....	297
telegraph companies.....	266
telephone companies.....	267
water-works companies.....	273
Atlanta, Knoxville and Northern Railroad—assessment of.....	263
tariff .....	108
report .....	492
Atlantic Coast Line Railroad Company—assessment of.....	262
report .....	349
tariff .....	78
Atlantic and North Carolina Railroad—assessment of.....	263
report of.....	485
tariff .....	97
Atlanta and Charlotte Air-Line Railroad—assessment of.....	262
report of.....	441
tariff .....	88
Atlantic and Yadkin report.....	447
tariff .....	91
Atlantic and Danville Railway Company—report.....	446
Atlantic and Western Railroad Company—report .....	493
Banks .....	577
Bridge companies.....	275-307
officers, capital, etc.....	408

	PAGE.
Building and loan companies.....	586
Caldwell and Northern Railroad—assessment of.....	263
report of.....	498
tariff .....	111
Cape Fear and Northern Railroad—assessment of.....	263
report of.....	494
tariff .....	103
Canal companies—assessment of.....	275
Capital stock, funded debt, etc.....	602
Carthage Railroad—assessment of.....	263
report of .....	498
tariff .....	102
Cashie and Chowan Railroad—assessment of.....	262
report of.....	400
Carolina and Northwestern Railroad—assessment of.....	263
report of.....	500
tariff .....	99
Carolina Northern—assessment of.....	263
tariff .....	115
report of.....	504
Circulars—issued by the Commission.....	252
Classification—freight .....	116
Chowan and Aulander Railroad.....	505
Counties—assessment of railroads in.....	278-313
Complaints, Decisions, etc.....	189
Danville and Western Railroad—assessment of.....	263
Durham and Charlotte Railroad—assessment of.....	263
tariff .....	102
report of.....	505
Earnings—recapitulation of.....	606
East Carolina—assessment of.....	263
tariff .....	106
report .....	506
East Tennessee and Western North Carolina Railroad—assessment of.....	263
report of.....	507
Electric light companies.....	305
Employees .....	598
Express Company, Southern—tariff.....	170
Fertilizer rates.....	70
Freight tariff.....	68
rules governing.....	56
Gas companies.....	305
High Point, Randleman, Ashboro and Southern Railroad—assessment of..	262
report of.....	452
tariff .....	88
Index to Act.....	19
Lawndale Railroad—assessment.....	263
report .....	509

	PAGE.
Linville River Railroad—assessment.....	263
report .....	508
Mount Airy Eastern.....	509
New Hanover Transit Company—assessment of.....	263
report of.....	510
Norfolk and Southern Railroad—assessment of.....	263
report of.....	512
tariff .....	109
North Carolina Railroad—assessment of.....	262
report of.....	457
North Carolina Midland—assessment of.....	262
report of.....	463
North and South Carolina.....	467
Norfolk and Western—assessment of.....	263
report of.....	521
tariff .....	112
Northampton and Hertford Railroad—assessment of.....	263
report of.....	510
tariff .....	107
Passenger tariff .....	69
rules governing.....	54
Postal Telegraph Cable Company—assessment of by counties.....	266
officers .....	575
Pullman Company—assessment of.....	270-297
officers .....	573
Railroads—assessment of.....	262
assessment of by counties.....	278-313
by towns.....	332
tariffs .....	68
Raleigh and Cape Fear—assessment of.....	263
tariffs .....	114
report of.....	537
Recapitulation of assessment.....	265
Raleigh and Western—tariff.....	108
report .....	540
Red Springs and Bowmore—assessment of.....	263
report of.....	541
Refrigerator companies.....	276-308
Reports and Decisions.....	189
Rules of Practice.....	52
Rules Governing Freight and Passenger.....	50-52
Seaboard Air Line Railway Company—assessment of.....	262
report of.....	378
tariff .....	82
Southern Railway—assessment of.....	262
report of.....	407
tariff .....	88

	PAGE.
South and Western Railway—tariff.....	107
report .....	544
Southern Express Company—assessment of.....	270-299
tariff .....	170
officers .....	573
Southern Bell Telephone and Telegraph Company—assessment of.....	267
officers .....	267
Statistics .....	596
State University Railroad—assessment of.....	262
report of.....	474
Steamboat and Canal Companies—assessment of.....	274-306
Street Railway Companies—report of.....	305-551
assessment .....	272
Suffolk and Carolina Railroad—assessment of.....	263
report of.....	541
Table—Recapitulation of earnings.....	606
Table—Capital stock, funded debt, etc.....	602
Table—Employees .....	598
Table—Accidents .....	610
Tariff, standard.....	68
freight tariffs, special.....	69
relation of to Railroad Companies.....	77
logs .....	74
Passenger tariff.....	69
Express Company tariff.....	170
Telegraph tariff.....	69
Cotton .....	71
Fertilizer tariff.....	70
Brick .....	75
Excelsior .....	72
Fire wood.....	71
Sand .....	73
Cotton seed .....	69
Telephone Companies—assessment.....	267-302
officers .....	267
capital stock, etc.....	592
Telegraph Companies—assessment of.....	309-266
tariff .....	69
officers .....	266-575
Towns—Railroads and assessments.....	332
Transylvania Railroad Company—assessment of.....	263
report of.....	546
tariff .....	115
Warrenton Railroad—assessment of.....	263
report of.....	547
Washington and Plymouth Railroad—report.....	548
tariff .....	94

	PAGE.
Water-works Companies.....	273-305
Wellington and Powellsville Railroad—assessment of.....	263
report of.....	549
Western Union Telegraph Company—assessment of.....	310
tariff of.....	69
officers .....	575
Wilmington Railway Bridge Company—assessment of.....	550
report of.....	550
Wilmington Seacoast Railroad—assessment of.....	263
tariff .....	94
Yadkin Railroad—assessment of.....	263
report of.....	476
tariff—see Southern Railway.	











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